

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD

INTL RNAV (GPS) Rwy 16¹²
 RNAV (GPS) Rwy 34³⁴
 VOR/DME Rwy 34¹⁵

¹NA when local weather not available.²Categories A, B, 1200-2; Categories C, D, 1200-3.³NA when control tower closed.⁴Categories A, B, 1100-2; Categories C, D, 1100-3.⁵Categories A, B, 2200-2; Categories C, D, 2200-3.**CARSON CITY, UT**

CARSON RNAV (GPS)-A
 Categories A, B, 1700-2; Category C, 1700-3;
 Category D, 1800-3.

NA when local weather not available.

CEDAR CITY, UT

CEDAR CITY RGNL ILS Rwy 20
 VOR Rwy 20

Category D, 900-2¾.

DOUGLAS BISBEE, AZ

BISBEE DOUGLAS

INTL VOR/DME or GPS Rwy 17
 VOR Rwy 17

NA when control zone not in effect.

ELKO, NV

ELKO RGNL LDA/DME RWY 23¹
 RNAV (GPS) Rwy 23²
 VOR-A³
 VOR/DME-B⁴

¹Categories A,B, 900-2; Category C 1000-3; Category D, 1100-3.²Categories A,B, 1400-2; Categories C,D, 1400-3.³Categories A,B, 1500-2; Categories C,D, 1500-3.⁴Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

FLAGSTAFF, AZ

FLAGSTAFF

PULLIAM ILS or LOC/DME Rwy 21¹²
 VOR or GPS-A³

¹NA when control tower closed.²ILS, Categories B,C,D, 700-2.³Category D, 800-2¾.**FORT HUACHUCA-SIERRA VISTA, AZ**

SIERRA VISTA MUNI-

LIBBY AAF ILS or LOC Rwy 26
 NDB Rwy 26
 RNAV (GPS) Rwy 8¹
 VOR Rwy 26

NA when control tower closed.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.**GLENDALE, AZ**

GLENDALE MUNI RNAV (GPS) Rwy 1
 NA when local weather not available.

GRAND CANYON, AZ

GRAND CANYON NATIONAL
 PARK ILS or LOC/DME Rwy 3
 NA when control tower closed.
 Category D, 700-2.

VALLE VOR/DME Rwy 19

NA except for operators with approved weather reporting service.

KANAB, UT

KANAB MUNI RNAV (GPS) Rwy 1
 Category B, 1100-2; Category C, 1400-3.

KINGMAN, AZ

KINGMAN RNAV (GPS) Rwy 3
 RNAV (GPS) Y Rwy 21
 VOR/DME Rwy 21

Category D, 800-2¾.

NAME ALTERNATE MINIMUMS
LAKE HAVASU CITY, AZ
LAKE HAVASU CITY **VOR/DME or GPS-A**
Categories A,B, 1000-2; Categories C,
1000-2½; Category D, 1000-3.

LAS VEGAS, NV
HENDERSON EXECUTIVE **RNAV (GPS)-B¹
VOR-C²**

NA when local weather not available.
¹Categories A,B, 1000-2; Category C,
1000-2½.
²Categories A, B, 2400-2; Category C, 2400-3.

MC CARRAN INTL **ILS or LOC Rwy 25L¹
ILS or LOC Rwy 25R¹
ILS or LOC/DME Rwy 1L²
RNAV (GPS) Rwy 1R³
RNAV (GPS) Rwy 19L^{4S}
RNAV (GPS) Rwy 19R^{4S}
VOR/DME -A²
VOR Rwy 25L/R³**

¹ILS, LOC, Categories A,B, 900-2; Category C,
900-2½, Category D, 900-2¾, Category E,
1400-3.

²ILS, LOC, Categories A,B, 900-2; Category C,
900-2½.

³Categories A,B, 900-2; Category C, 900-2½,
Category D, 900-2¾.

⁴Categories A,B, 900-2; Category C, 900-2¾;
Category D, 900-3.

⁵NA when local weather not available.

NORTH LAS VEGAS **ILS or LOC Rwy 12L**
NA when control tower closed.

LOVELOCK, NV
DERBY FIELD **VOR or GPS-C¹
VOR/DME or GPS-A²**

¹Categories A,B, 1900-2; Categories C,D,
1900-3.
²Categories A,B, 900-2; Category C, 900-2¾;
Category D, 900-3.

MILFORD, UT
MILFORD MUNI/BEN AND JUDY
BRISCOE FIELD **VOR or GPS-A**
Category D, 800-2½.

OGDEN, UT
OGDEN-HINCKLEY **ILS Or LOC Rwy 3¹²
RNAV (GPS) Y Rwy 3
RNAV (GPS) Z Rwy 3**

NA when local weather not available.
¹ILS, Category D, 700-2.
²NA when control tower closed.

NAME ALTERNATE MINIMUMS
PHOENIX, AZ
PHOENIX DEER VALLEY **RNAV (GPS)-B¹²
RNAV (GPS)-C³
RNAV (GPS) Rwy 7R⁴
RNAV (GPS) Rwy 25L¹⁴**

¹NA when local weather not available.

²Categories A,B, 1000-2; Category C,
1000-2¾.

³Categories A,B, 1000-2; Category C,
1000-2¾; Category D, 1100-3.

⁴Categories A,B, 1000-2; Category C,
1000-2¾; Category D, 1000-3.

PHOENIX-
MESAGATEWAY **ILS or LOC Rwy 30C¹²
RNAV (GPS) Rwy 30C¹
RNAV (GPS) Rwy 30L³
VOR or TACAN Rwy 30C¹**

¹NA when local weather not available.

²NA when control tower closed.

³Category E, 800-2½.

PHOENIX
SKY HARBOR INTL **ILS or LOC Rwy 7R¹
ILS or LOC Rwy 7L²
ILS or LOC Rwy 8³
ILS or LOC Rwy 25L²
ILS or LOC Rwy 26²
RNAV (GPS) Y Rwy 7R²
RNAV (GPS) Y Rwy 7L²
RNAV (GPS) Y Rwy 8⁴
RNAV (GPS) Y Rwy 25L²
RNAV (GPS) Y Rwy 25R²
RNAV (GPS) Y Rwy 26²**

¹ILS, Categories A,B,C, 700-2; Category D,
800-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

³ILS, Categories A,B, 800-2; Category C, 800-
2½; Category D, 800-2½. LOC, Category C,
800-2¾; Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

PRESCOTT, AZ
ERNEST A. LOVE FIELD .. **ILS/DME Rwy 21L¹²
RNAV (GPS) Rwy 21L⁴
VOR Rwy 12³**

¹NA when control tower closed.

²ILS, Category C, 700-2; Category D, 900-3.
LOC, Category D, 900-3.

³Category D, 900-3.

⁴Category D, 1000-3.

NAME PRICE, UT
CARBON COUNTY RGNL/
BUCK DAVIS FIELD **VOR/DME Rwy 36**
VOR Rwy 36¹

Category C, 900-2½; Category D, 1100-3.

¹Categories A, B, 2000-2; Categories C, D, 2000-3.

PROVO, UT

PROVO MUNI .. **ILS or LOC/DME Rwy 13**, 700-2
Na when control tower closed.

RENO, NV

RENO/TAHOE INTL **ILS Rwy 16R**, 2100-7¹
ILS or LOC/DME Rwy 34L²
LOC Rwy 16R³
LOC/DME BC Rwy 34L⁴
RNAV (GPS) X Rwy 34L⁵
RNAV (GPS) X Rwy 34R⁵
RNAV (GPS) Y Rwy 16L⁶
RNAV (GPS) Y Rwy 16R⁷
RNAV (GPS) Y Rwy 34L⁴
RNAV (GPS) Y Rwy 34R⁸
RNAV (RNP) Z Rwy 16R, 800-2½
VOR-D, 1600-3

¹LOC, NA.

²ILS, LOC, Categories A,B, 1000-2; Category C, 1000-2½.

³Categories A,B, 1600-2; Categories C,D, 1600-3; Category E, 2400-3.

⁴Categories A,B, 1000-2; Categories C,D, 1000-3.

⁵Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

⁶Categories A,B, 1400-2; Categories C,D, 1400-3.

⁷Categories A,B, 1800-2; Categories C,D, 1800-3.

⁸Categories A,B, 1000-2; Category C, 1000-2½.

ST. GEORGE, UT

ST. GEORGE MUNI **RNAV (GPS) Rwy 34¹**
VOR or GPS-B, 1300-2²
VOR-C, 1800-3²
VOR/DME Rwy 34²³

¹Categories A,B 1100-2½; Categories C,D, 1100-3.

²NA except for operators with approved weather reporting service.

³Category C, 800-2½; Category D, 1000-3.

ST. JOHNS, AZ

ST. JOHNS
INDUSTRIAL AIRPARK **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

NAME SCOTTSDALE, AZ
SCOTTSDALE **RNAV (GPS)-D¹**
RNAV (GPS)-E¹
VOR or GPS-A²³
VOR or GPS-C²⁴

¹NA when local weather not available.

²NA when Scottsdale altimeter not available.

³Categories A,B,C, 1100-3.

⁴Categories A,B, 900-2½; Category C, 900-2¾.

TONOPAH, NV

TONOPAH **VOR or GPS-A**
Category D, 800-2¾.

TOOELE, UT

BOLINDER FIELD-
TOOELE VALLEY **ILS or LOC/DME Rwy 17¹**
RNAV (GPS) Rwy 17
NA when local weather not available.
¹ILS, Category D, 700-2.

TUCSON, AZ

TUCSON INTL **ILS or LOC Rwy 11L¹**
LOC/DME BC Rwy 29R²
RNAV (GPS) Z Rwy 11L²
RNAV (GPS) Rwy 29R²
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 29L⁴
RNAV (GPS) Z Rwy 29R²
VOR or TACAN Rwy 11L²
VOR/DME or TACAN Rwy 29R²

¹ILS, LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1100-3.

²Category E, 1100-3.

³Categories A,B,C,D, 800-2¾.

⁴Category D, 800-2¾.

WENDOVER, UT

WENDOVER **VOR/DME-B¹**
VOR/DME or TACAN Rwy 26²
¹Categories A,B, 1700-2; Categories C,D,E, 1700-3.
²Category E, 800-2¾.

WINNEMUCCA, NV

WINNEMUCCA MUNI **RNAV (GPS) Rwy 14¹²**
RNAV (GPS) Rwy 32¹
VOR/DME Rwy 14³

¹NA when local weather not available.

²Category C, 800-2¾; Category D, 800-2½.

³Category D, 1300-3.

WINDOW ROCK, AZ

WINDOW ROCK **VOR/DME-A**
Categories A,B, 1100-2; Categories C,D, 1100-3.

RADAR INSTRUMENT APPROACH MINIMUMS

DAVIS-MONTHAN AFB (KDMA), AZ (Tucson) (07242 USAF)

ELEV 2704

RADAR¹ - (E) 118.5 125.1 318.1 297.2 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	30 ²	3.0°/59/1320	ABCDE	2904 -½	200	(200-½)
	12 ³	3.0°/59/950	ABCDE	2815 -¾	200	(200-¾)

¹No NOTAM MP 1100-1300Z dly. PAR opr 1700-0300Z wkd or termination of A10 flying (contact scheduling for times at DSN 228-5777). ²When ALS inop, increase vis ¼ mile. ³NOT FOR CIVIL USE.

FALLON NAS (KNFL), (VAN VOORHIS FIELD), NV (03191 USN)

ELEV 3934

RADAR¹ - (E) 118.3x 121.875x 262.8x 275.6x 310.6x 345.2x ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ²	31L	3.5°/55/905	ABCDE	4126 -¾	200	(200-¾)
	31R	3.5°/55/903	ABCDE	4128 -¾	200	(200-¾)
	13L	3.0°/46/881	ABCDE	4134 -¾	200	(200-¾)
	13R	3.0°/47/912	ABCDE	4134 -¾	200	(200-¾)
	7	3.0°/36/679	ABCDE	4129 -¾	200	(200-¾)
ASR ²	31R		ABCDE	4200 -1	272	(300-1)
	31L		ABCDE	4200 -1	274	(300-1)
	13R		ABCD	4260 -1	326	(400-1)
			E	4260 -1¼	326	(400-1¼)
	13L		ABC	4280 -1	346	(400-1)
			DE	4280 -1¼	346	(400-1¼)
	7		AB	4340 -1	411	(500-1)
			CD	4340 -1¼	411	(500-1¼)
			E	4340 -1½	411	(500-1½)
CIR	All Rwy		AB	4400 -1	466	(500-1)
			C	4400 -1½	466	(500-1½)
			D	4520 -2	586	(600-2)
			E	4980 -3	1046	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7 ³	FPM	300	600	900	1200	1500	1800
	13L/R ⁴	FPM	250	500	750	1000	1250	1500
	31L/R ⁴	FPM	270	540	810	1080	1350	1620

¹No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above. ²Descent to 5700' not authorized until inbound in initial segment within 10 NM of Rwy.

³To 7500'. ⁴To 7300'.

RADAR INSTRUMENT APPROACH MINIMUMS

FORT HUACHUCA/SIERRA VISTA, AZ Amdt. 4A, OCT 22, 2009 (FAA) ELEV 4719

SIERRA VISTA MUNI-LIBBY AAF

RADAR¹ - (E) 127.05 254.35   NA

		RWYGS/TCH/RP	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ²	8	ABCDE		4919 - $\frac{3}{4}$	200	(200- $\frac{3}{4}$)				
	26	ABCDE		4829 - $\frac{3}{4}$	200	(200- $\frac{3}{4}$)				
ASR	26	ABC		5000 -1	371	(400-1)	DE	5000 -1 $\frac{1}{4}$	371	(400-1 $\frac{1}{4}$)
	8	AB		5440 -1	721	(800-1)	C	5440 -2	721	(800-2)
		D		5440 -2 $\frac{1}{4}$	721	(800-2 $\frac{1}{4}$)	E	5440 -2 $\frac{1}{2}$	721	(800-2 $\frac{1}{2}$)
CIR ³	26	A		5100 -1	381	(400-1)	B	5180 -1	461	(500-2)
		C		5180 -1 $\frac{1}{2}$	461	(500-1 $\frac{1}{2}$)	D	5280 -2	561	(600-2)
		E		5400 -2 $\frac{1}{2}$	681	(700-2 $\frac{1}{2}$)				
	8	AB		5440 -1	721	(800-1)	C	5440 -2	721	(800-2)
		D		5440 -2 $\frac{1}{4}$	721	(800-2 $\frac{1}{4}$)	E	5440 -2 $\frac{1}{2}$	721	(800-2 $\frac{1}{2}$)

¹Opr 1500-2300Z Monday-Friday, except for holidays. ²No NOTAM maintenance period 1500-1900Z on the first Thursday of the month. ³Circling not authorized south of runways 8 and 30.

YUMA MCAS/YUMA INTL (KNYL), AZ (09323 USN)

ELEV 213

RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	3L	3.0°/54/1018	ABCDE	295-½	100	(100-½)
	21R ¹	3.0°/54/1067	ABCDE	393-½	200	(200-½)
PAR 3R			AB	520-1	332	(400-1)
SIDESTEP			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR 21L SIDESTEP			ABC	600-1¾	393	(400-1¾)
			DE	600-2¼	393	(400-2¼)
PAR W/O GS 3L			ABCD	520-1	325	(400-1)
			E	520-1¼	325	(400-1¼)
PAR W/O GS 3R			AB	520-1	332	(400-1)
SIDESTEP			C	520-1½	332	(400-1½)
			DE	520-2	332	(400-2)
PAR W/O GS 21R ²			AB	600-½	407	(400-½)
			CD	600-¾	407	(400-¾)
			E	600-1	407	(400-1)
PAR W/O GS 21L			ABC	600-1¾	393	(400-1¾)
SIDESTEP			DE	600-2¼	393	(400-2¼)
ASR	3L		ABC	540-1	345	(400-1)
			DE	540-1¼	345	(400-1¼)
	3R		AB	600-1	412	(400-1)
			CD	600-1¼	412	(400-1¼)
			E	600-1½	412	(400-1½)
	21L		ABC	600-1	393	(400-1)
			D	600-1¼	393	(400-1¼)
			E	600-1½	393	(400-1½)
	21R ³		AB	620-½	427	(500-½)
			C	620-¾	427	(500-¾)
			DE	620-1	427	(500-1)
CIR ⁴	ALL RWY		AB	700-1	487	(500-1)
			C	700-1½	487	(500-1½)
			D	780-2	567	(600-2)
			E	800-2	587	(600-2)

¹When ALS inop, increase CAT ABCDE vis to ¾ mile. ²When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ³When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles. ⁴When circling from PAR W/O GS Rwy 21R, increase CAT ABC vis to 1¾ miles, CAT DE to 2¼ miles.

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12**, std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12**, climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21**, climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30**, climb heading 302° and BAM R-324 to 9100 before proceeding on course.

BEAVER, UT

BEAVER MUNI

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA-obstacles.

Rwys 13, 31, 2600-234 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31**, climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME TAKE-OFF MINIMUMS

BLANDING, UT

BLANDING MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17**, turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

BRIGHAM CITY, UT

BRIGHAM CITY (BMC)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn heading 205° and OGD R-331 to OGD VORTAC. **Rwy 34**, climbing left turn heading 205° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC.

NOTE: **Rwy 16**, poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.



BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34**, std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34**, climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All Aircraft** climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16**, multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL. **Rwy 34**, multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9**, use JIMPA DEPARTURE.

CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2, 8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R**, climbing left turn heading 220°. **Rwys 22L, 22R**, climbing left turn heading 190°. **All Aircraft**, continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L**, multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17**, tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA.

DEPARTURE PROCEDURE: **Rwy 11**, turn right.

Rwys 20, 29, turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5, 35**, climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course. **Rwy 17**, climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23**, climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ.07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12**, NA-terrain. **Rwy 30**, NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17**, climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence...**Rwy 35**, climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...
...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17**, trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

DOUGLAS BISBEE, AZ

BISBEE- DOUGLAS INTL

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C,D turbojets climb not to exceed 250 kts. to 8000.

DUCHESNE, UT

DUCHESNE MUNI

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

ELKO, NV

ELKO RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

Rwy 23, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32).

Rwy 23, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then... climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

ELY, NV

ELY AIRPORT-YELLAND FIELD

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept. ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

FALLON, NV

FALLON MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 21**, turn right.

Rwys 3,13,31, turn left. All departures climb via HZN R-075 to HZN VORTAC. Climb in holding pattern (W, right turns, 075° inbound) to depart HZN VORTAC at or above: R-240 CWR-149, 8000; R-150 CWR-239, 9000. Continue climb on course to MEA or assigned altitude.

FALLON NAS (KNFL)

FALLON, NV

Diverse departures not authorized.

FLAGSTAFF, AZ

FLAGSTAFF PULLIAM

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. Aircraft departing FLG R-160 CWR-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF

TAKE-OFF MINIMUMS: **Rwy 21**, NA.

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left.

Rwys 26,30, turn right. All aircraft climb to 9500 to TOMBS Int via FHU VOR R-019 or 018° bearing from DAO NDB.

GLENDALE, AZ

GLENDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 19**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1**, Use DRAKE (RNAV) DEPARTURE.

GLOBE, AZ

SAN CARLOS APACHE (P13)

ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

GOODYEAR, AZ

PHOENIX GOODYEAR

TAKE-OFF MINIMUMS: **Rwy 3**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21**, Use POTER DEPARTURE.

GRAND CANYON, AZ

GRAND CANYON NATIONAL PARK

TAKE-OFF MINIMUMS: **Rwy 3**, NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21**, use GRAND DEPARTURE.

HEBER CITY, UT

HEBER CITY MUNI-RUSS MCDONALD FIELD

DEPARTURE PROCEDURE: **Rwy 3**, Use COOLI RNAV DEPARTURE.

HILL AFB (KHIF)

OGDEN, UT

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

HUNTINGTON, UT

HUNTINGTON MUNI (69V)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18,26,36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.

DEPARTURE PROCEDURE: **Rwys 8,12**, climbing left turn direct PUC VOR/DME...

Rwy 30, climbing right turn direct PUC VOR/DME.... continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8**, tree 2663' from DER, 922' left of centerline, 40° AGL/5979' MSL. **Rwy 12**, tree 333' from DER, 132' right of centerline, 40° AGL/5919' MSL.

Rwy 30, tree 2065' from DER, 875' left of centerline, 40° AGL/5999' MSL.

KANAB, UT**KANAB MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 316' per NM to 7200.

NOTE: Use KACIR ONE RNAV DEPARTURE.

KINGMAN, AZ**KINGMAN**

TAKE-OFF MINIMUMS: **Rwys 3, 17, 21, 35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

LAGUNA AAF (LGF)**YUMA PROVING GROUND, AZ (03247)**

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.

LAKE HAVASU CITY, AZ**LAKE HAVASU CITY**

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32**, 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32**, climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14**, obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32**, obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmission tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

LAS VEGAS, NV**HENDERSON EXECUTIVE**

TAKE-OFF MINIMUMS: **Rwy 17L/R**, Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R**, Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R**, climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R**, climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L**, tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R**, tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

MCCARRAN INTL (KLAS)

TAKE-OFF MINIMUMS: **Rwy 25R**, 200-1 or std. with a min. climb of 220' per NM to 2400.

DEPARTURE PROCEDURE: **Rwys 1L, 1R**, climbing right turn direct BLD VORTAC. **Rwys 7L, 7R**, climb via heading 075° to 3400 then climbing right turn direct BLD VORTAC. **Rwys 19L, 19R**, climbing left turn via heading 120° and BLD VORTAC R-257 to BLD VORTAC. **Rwys 25L, 25R**, climb via heading 255° to 2700 then climbing right turn direct BLD VORTAC.

NOTE: **Rwy 1L**, multiple poles, tree, and building 450' from departure end of runway, 283' left of centerline, up to 174' AGL/2132' MSL. Obstruction light on WSK 248' from departure end of runway, 224' right of centerline, 15' AGL/2104' MSL. **Rwy 1R**, multiple sign and building 1331' from departure end of runway, 448' right of centerline, up to 100' AGL/2120' MSL. **Rwy 7L**, multiple poles and trees 747' from departure end of runway, 442' right of centerline, up to 62' AGL/2062' MSL. Tree 1257' from departure end of runway, 789' left of centerline, 65' AGL/2077' MSL. **Rwy 7R**, lighted WSK 126' from departure end of runway, 290' right of centerline, 25' AGL/2051' MSL. **Rwy 19L**, multiple poles, sign and building 1394' from departure end of runway, 320' right of centerline, up to 51' AGL/2256' MSL. **Rwy 19R**, multiple poles, sign, and building 197' from departure end of runway, 125' right of centerline, up to 51' AGL/2256' MSL. Multiple pole and building 1396' from departure end of runway, 356' left of centerline, up to 47' AGL/2262' MSL. **Rwy 25L**, multiple poles, sign, and building 1003' from departure end of runway, 251' left of centerline, up to 63' AGL/2256' MSL. **Rwy 25R**, multiple poles and road 675' from departure end of runway, 17' right of centerline, up to 100' AGL/2301' MSL. Multiple poles and buildings 533' from departure end of runway, 1' left of centerline, up to 150' AGL/2469' MSL.

NORTH LAS VEGAS (VGT)**AMDT 3 08045 (FAA)**

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

LOGAN, UT

LOGAN-CACHE (LGU)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 17, 35**, use ORNEY DEPARTURE.

LOVELOCK, NV

DERBY FIELD (LOL)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.

DEPARTURE PROCEDURE: **Rwy 1**, turn right.

Rwys 7,19,25, turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

LUKE AFB (KLUF)

GLENDAL, AZ AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

TAKE-OFF OBSTACLES:

RWY 3L: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

RWY 21L: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

MESA, AZ

FALCON FIELD

TAKE-OFF MINIMUMS: **Rwys 4L,4R**, std. with a min. climb of 459' per NM to 3600, or 1100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4L, 4R**, climbing left turn to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound. For climb in visual conditions cross FFZ NDB at or above 2300 then proceed via 220° bearing to PXR R-143 southeast bound. **Rwy 22L, 22R**, climb to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound.

NOTE: **Rwy 4L**, light standard 416' from departure end of runway, 415' left of centerline, 48' AGL/1428' MSL. Obstacle light on building 1313' from departure end of runway, 424' left of centerline, 54' AGL/1434' MSL. **Rwy 4R**, light standard 514' from departure end of runway, 565' right of centerline, 48' AGL/1441' MSL. Tree 1097' from departure end of runway, 650' right of centerline, 50' AGL/1448' MSL. Tree 1060' from departure end of runway, 359' right of centerline, 50' AGL/1451' MSL. **Rwy 22L**, light pole 254' from departure end of runway, 538' right of centerline, 13' AGL/1382' MSL. Windmill 691' from departure end of runway, 528' right of centerline, 30' AGL/1389' MSL. Windmill 715' from departure end of runway, 603' right of centerline, 30' AGL/1389' MSL. Light pole 68' from departure end of runway, 764' right of centerline, 13' AGL/1382' MSL. Tree 175' from departure end of runway, 826' right of centerline, 13' AGL/1383' MSL. **Rwy 22R**, light pole 296' from departure end of runway, 541' right of centerline 13' AGL/1400' MSL. Light pole 495' from departure end of runway, 187' right of centerline, 13' AGL/1382' MSL. Light pole 594' from departure end of runway, 65' right of centerline, 13' AGL/1382' MSL.

MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1**, 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn, **Rwy 19**, climbing right turn. **All aircraft** climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

MICHAEL AAF (KDPG),

DUGWAY PROVING GROUND, UT

.....Amdt 1, 09099
Rwy 12, 4700-3*

* Or standard with minimum climb of 305 ft/NM to 6100.

DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 34**, CAT A,B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C,D NA.
DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34**, climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

MINDEN, NV

MINDEN-TAHOE

TAKE-OFF MINIMUMS: **Rwys 12,16,30**, NA. **Rwy 34**, 4000-3 or std. with a min. climb of 531' per NM to 8700.
DEPARTURE PROCEDURE: **Rwy 34**, use MINDEN RNAV DEPARTURE.

MOAB, UT

CANYONLANDS FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21**, std. with a min. climb of 330' per NM to 5400.
DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.

NOTE: **Rwy 3**, tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL.
Rwy 21, pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

NELLIS AFB (KLSV)

LAS VEGAS, NV

08241

Rwy 3L/R, 10,200-3° SR-SS

Rwy 21L/R, 10,200-3° SR-SS

Diverse departure not authorized.

MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.

* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.

TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.

RWY 21R: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

NOGALES, AZ

NOGALES INTL (OLS)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: Use NOGALES DEPARTURE.

OGDEN, UT

OGDEN-HINCKLEY (OGD)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,16**, NA- Obstacles.
DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34**, Use EMONT DEPARTURE.

PAGE, AZ

PAGE MUNI (PGA)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25, NA**—obstacles **Rwy 15**, 300-1 or std. w/ min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33**, climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15**, terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1. DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6**, std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 6, 24**, for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24**, bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

PHOENIX SKY HARBOR INTL (PHX)

AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8**, climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26**, climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L**, building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R**, rd 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8**, light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL. **Rwy 25L**, light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL. **Rwy 26**, light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline, 406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1750' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

PHOENIX-MESA GATEWAY

TAKE-OFF MINIMUMS: **Rwys 30L, 30C, 30R**, CAT C,D,E 2000-2 or std. with a min. climb of 230' per NM to 3900.

DEPARTURE PROCEDURE: **Rwys 12L, 12C, 12R**, climb to 2500 via IWA R-122 then climbing right turn direct PXR VORTAC. **Rwys 30L, 30C, 30R**, climbing right turn to 4000 via IWA R-122 then climbing right turn direct PXR VORTAC.

PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12**, 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L**, 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30**, 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R, NA**.

DEPARTURE PROCEDURE: **Rwy 3R**, turn left heading 250° to intercept DRK R-305. **Rwy 12**, turn right direct DRK VORTAC. **Rwy 21L**, turn right heading 335° to intercept DRK R-305. **Rwy 30**, climb direct DRK VORTAC. **All aircraft** continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, NA** - per flight check **Rwy 32**, std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb on a heading between 126° CW to 193°, thence... **Rwy 18**, climb on a heading between 192° CCW to 125°, thence... **Rwy 25**, climb on a heading between 176° CCW to 124°, thence... **Rwy 32**, climb to 7000 then climbing left turn on a heading between 175° CCW to 145°, thence... **Rwy 36**, climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence... continue climb to assigned altitude for direction of flight. **Rwys 32, 36**, for climb in visual conditions cross Carbon County Rgnl / Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14**, multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839' MSL. **Rwy 25**, trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32**, trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36**, poles 2599' from DER, 615' left of centerline, 40' AGL/6079' MSL. Poles 2715' from DER, 668' right of centerline, 59' AGL/6098' MSL.

PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA. **Rwys 8,14**, 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26**, 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32**, 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8,32**, climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14**, left turn climb direct FMG VORTAC. **Rwy 26**, climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA-terrain. **Rwy 16L**, std. w/ min. climb of 730' per NM to 8000, or 600-1½ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R**, std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25**, std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L**, std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R**, std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R**, climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwy 25**, climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwys 34L/R**, climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence...

... **All aircraft**: continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L**, multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R**, multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25**, multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L**, multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R**, multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, up to 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

RICHFIELD, UT

RICHFIELD MUNI (RIF)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, use RICHFIELD (RNAV) DEPARTURE. **Rwy 19**, use HAMET (RNAV) DEPARTURE.

ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25**, 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7**, turn right.

Rwy 25, turn left. **All aircraft**, climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CWR-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CWR-039 at or above 10,000. Then climb on course.

SAFFORD, AZ

SAFFORD RGNL

TAKE-OFF MINIMUMS: IFR departure not authorized.

ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296° inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32**, climbing right turn, **Rwys 14, 21**, climbing left turn. **All aircraft**, climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14**, 5790' tower 350' right abeam departure end of runway.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)

AMDT 10 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA, operational.

DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17**, climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwys 34L, 34R**, climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35**, climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 16L**, vehicle 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17**, vehicles beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35**, post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

SOUTH VALLEY RGNL AIRPORT (U42)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34**, std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34**, climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

SCOTTSDALE, AZ

SCOTTSDALE (SDL)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min climb of 440' per NM to 4000, or 3100-3 for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 215' per NM to 4000, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn to 4000 via heading 220° and PXR VORTAC R-336 southeast bound to PXR VORTAC. Thence...

Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course. **Rwy 21**, climbing right turn to 4000 via heading 300° and PXR VORTAC R-336 northwest bound then left turn direct PXR VORTAC. Thence...

Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course.

...continue climb on course.

NOTE: **Rwy 3**, multiple light standards beginning 63' from departure end of runway, 445' left of centerline, up to 44' AGL/1554' MSL. Hoist on dike 878' from departure end of runway, 735' left of centerline, 51' AGL/1561' MSL. Dike beginning 1066' from departure end of runway, 316' left of centerline, 38' AGL/1548' MSL. Day marker on dike 1230' from departure end of runway, 5' left of centerline, 39' AGL/1549' MSL. Tree, 269' from departure end of runway, 490' left of centerline, 13' AGL/1523' MSL. Tree 51' from departure end of runway, 279' left of centerline, 6' AGL/1516' MSL. Tree 765' from departure end of runway, 115' left of centerline, 22' AGL/1532' MSL. Road beginning 647' from departure end of runway, 296' left of centerline, 19' AGL/1529' MSL. Tree 227' from departure end of runway, 97' left of centerline, 6' AGL/1516' MSL. Fence beginning 5' from departure end of runway, 338' right of centerline, 6' AGL/1511' MSL. Light standard, 1013' from departure end of runway, 430' right of centerline, 44' AGL/1552' MSL. **Rwy 21**, tree 1072' from departure end of runway, 426' right of centerline, 53' AGL/1497' MSL. Building 316' from departure end of runway, 537' right of centerline, 23' AGL/1467' MSL. Tree 2087' from departure end of runway, 418' left of centerline, 61' AGL/1505' MSL. Tree 1432' from departure end of runway, 438' right of centerline, 38' MSL/1482' MSL. Tree 2234' from departure end of runway, 559' left of centerline, 58' AGL/1502' MSL.

SEDONA, AZ

SEDONA (SEZ)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 21**, Use OATES RNAV DEPARTURE.

SHOW LOW, AZ

SHOW LOW RGNL

DEPARTURE PROCEDURE: **Rwys 3, 6**, turn left.

Rwys 21, 24, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

SPRINGERVILLE, AZ

SPRINGERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 1000-2 or std. with a min. climb of 360' per NM to 8400.

DEPARTURE PROCEDURE: **Rwys 3, 11**, climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29**, climbing right turn to 8400 via 360° before proceeding on course.

TAYLOR, AZ

TAYLOR MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 248' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 3/21**, climb on runway heading to 8000 before turning on course.

TONOPAH, NV

TONOPAH

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA. **Rwys 15, 33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

TOOELE, UT

BOLINDER FIELD-TOOELE VALLEY

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 490' per NM to 11000. **Rwy 35**, std. with a min. climb of 360' per NM to 9000.

DEPARTURE PROCEDURE: Use STACO DEPARTURE.

NOTE: **Rwy 17**, tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

TUCSON, AZ

MARANA RGNL

TAKE-OFF MINIMUMS: **Rwys 3, 12**, N/A-Obstacles DEPARTURE PROCEDURE: **Rwy 21**, climb to 6500 via heading 360° and TUS R-308 to TOTEC Int/TUS 57 DME, then as filed. **Rwy 30**, climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.

NOTE: **Rwy 21**, road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

RYAN FIELD

DEPARTURE PROCEDURE: **Rwy 6R**, turn right; **Rwy 24L**, turn left direct to Ryan NDB. Continue climb in holding pattern (W, right turn 090° inbound) to 5000 before proceeding on course.

TUCSON, AZ (CON'T)

TUCSON INTL (TUS)

AMDT 4A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1¾ or std. w/ min. climb of 228' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R**, climbing right turn direct to TUS VORTAC. **Rwys 11L, 11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21**, climbing left turn direct to TUS VORTAC. **All aircraft** continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.

NOTE: **Rwy 3**, tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

VERNAL, UT

VERNAL RGNL

TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 or std. with a min. climb of 330' per NM to 7000'.

DEPARTURE PROCEDURE: **Rwys 7, 34**, turn right.

Rwys 16, 25, turn left. **All aircraft** climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

WENDOVER, UT

WENDOVER

TAKE-OFF MINIMUMS: **Rwy 26**, standard with a min. climb of 300' per NM to 7000. **Rwy 30**, NA.

DEPARTURE PROCEDURE: **Rwys 8, 12, 26**, climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

WILLCOX, AZ

COCHISE COUNTY

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. **All aircraft** climb direct CIE VORTAC.

WINDOW ROCK, AZ

WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20**, 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right.

Rwy 20, turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2**, terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20**, trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

WINNEMUCCA, NV

WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right.

Rwy 2, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ 09323

Diverse departures not auth between 360° CW 055° from 25 NM to 30 NM.

Rwy 3L: Cross DER at or above 35' AGL/228' MSL.

Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 3R: Cross DER at or above 35' AGL/242' MSL.

Diverse departures auth. Fr 083° CW 107°, std with minimum climb of 225'/NM to 3500'.

Rwy 21L: Cross DER at or above 35' AGL/223' MSL.

Diverse departures auth.

Rwy 21R: Cross DER at or above 35' AGL/227' MSL.

Diverse departures auth.

Rwy 8: Cross DER at or above 35' AGL/231' MSL.

Diverse departures auth. Fr 069° CW 123°, std with minimum climb of 230'/NM to 3500'.

Rwy 26: Cross DER at or above 35' AGL/230' MSL.

Diverse departures auth.

Rwy 17: Cross DER at or above 35' AGL/217' MSL.

Diverse departures auth. Fr 068° CW 109°, std with minimum climb of 220'/NM to 3500'.

Rwy 35: Cross DER at or above 35' AGL/231' MSL.

Diverse departures auth.

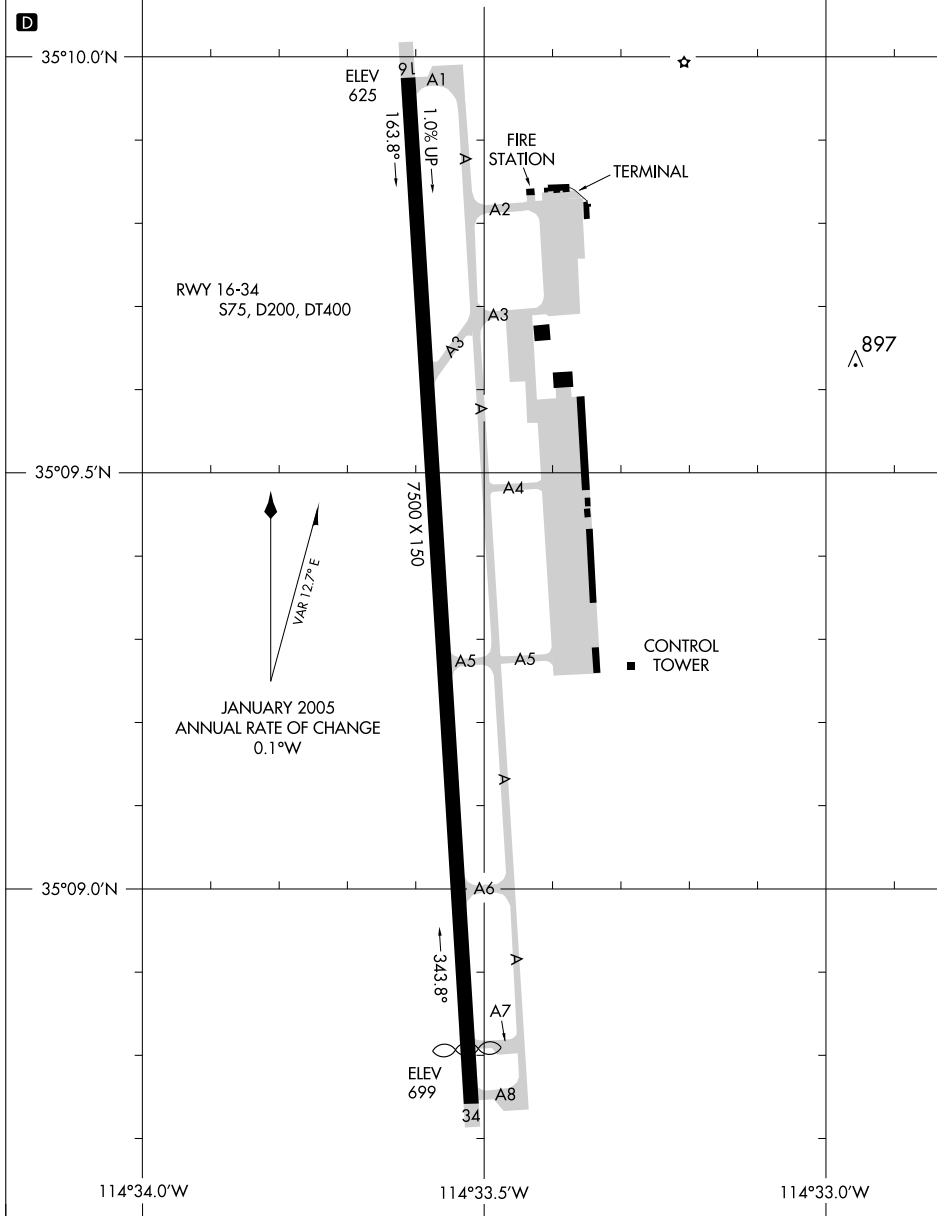
AIRPORT DIAGRAM

BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)
BULLHEAD CITY, ARIZONA

AWOS-3
119.825
BULLHEAD TOWER ★
123.9
GND CON
118.25
D

FIELD
ELEV
701

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



SW-4, 14 JAN 2010 to 11 FEB 2010

APP CRS
164°

Rwy Idg	7500
TDZE	688
Apt Elev	701

RNAV (GPS) RWY 16

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)



DME/DME RNP-0.3 NA. Procedure NA at night.
 Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Needles
 altimeter setting and increase all MDA 100 feet.

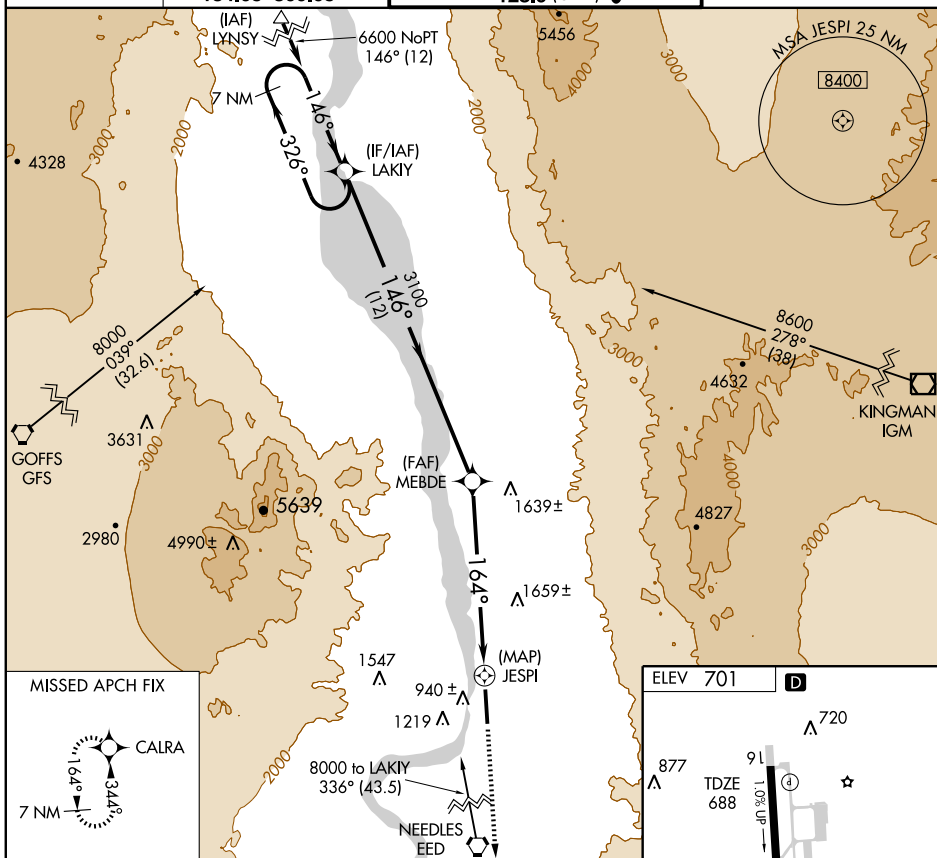
MISSED APPROACH: Climb to 6300 direct CALRA and hold, continue climb-in-hold to 6300.

AWOS-3
119.825

LOS ANGELES CENTER
134.65 360.65

LAUGHLIN/BULLHEAD TOWER★
123.9 (CTAF) **L**

GND CON
118.25



SW-4. 14 JAN 2010 to 11 FEB 2010

7 NM
Holding Pattern

LAKIY

6300	CALRA
------	-------


$$\begin{array}{r} 6600 \leftarrow 326^\circ \\ \hline 146^\circ \end{array}$$

MEBDE

1

$$\frac{3.06^\circ}{\text{TCL}}$$

32 NM

1561

JESPI
|

--	--

$\lambda \rightarrow$	0.5
-----------------------	-----

1

50.1100.

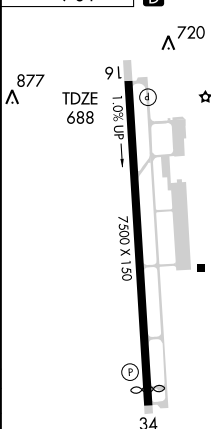
52 (120)

39 (120)

CATEGORY	A	B	C	D
LNAV MDA	1840-1¼ 1152 (1200-1¼)	1840-1½ 1152 (1200-1½)	1840-3	1152 (1200-3)
CIRCLING	1840-1¼ 1139 (1200-1¼)	1840-1½ 1139 (1200-1½)	1840-3	1139 (1200-3)

ELEV 701

1



REIL Rwy 16 and 34
MIRL Rwy 16-34 **L**

WAAS CH 82602 W34A	APP CRS 344°	Rwy Idg 7000 TDZE 699 Apt Elev 701
--	------------------------	---

RNAV (GPS) RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

T Circling to Rwy 16 NA at night.
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Needles altimeter setting and increase LPV DA 94 feet and all MDA 100 feet.
VDP NA when using Needles altimeter setting.

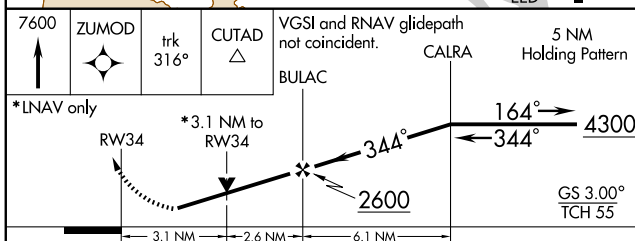
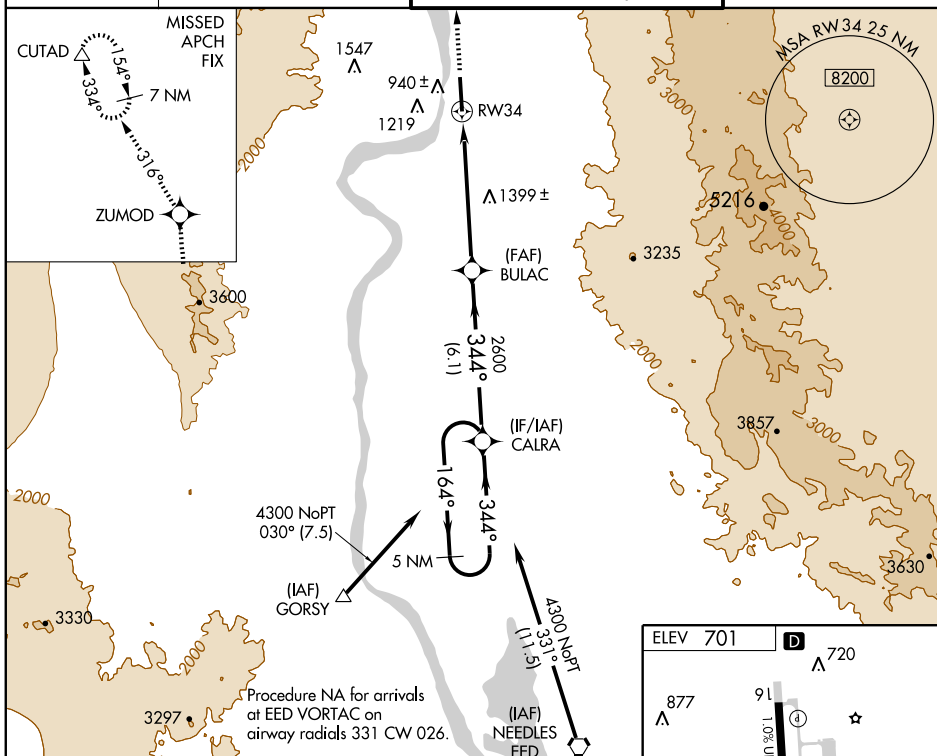
MISSED APPROACH: Climb to 7600 direct ZUMOD and via track 316° to CUTAD and hold, continue climb-in-hold to 7600.

AWOS-3
119.825

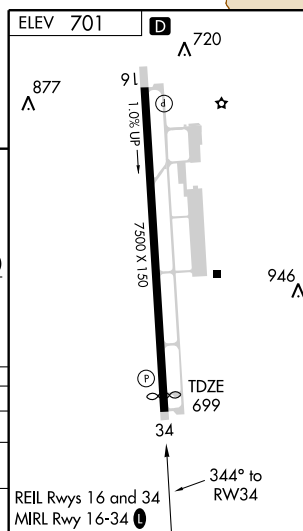
LOS ANGELES CENTER
134.65 360.65

LAUGHLIN/BULLHEAD TOWER★
123.9 (CTAF) **L**

GND CON
118.25



CATEGORY	A	B	C	D
LPV DA	1344-2½ 645 (700-2½)			
LNAV MDA	1740-1¼ 1041 (1100-1¼)	1740-1½ 1041 (1100-1½)	1740-3	1041 (1100-3)
CIRCLING	1740-1¼ 1039 (1100-1¼)	1740-1½ 1039 (1100-1½)	1740-3 1039 (1100-3)	1800-3 1099 (1100-3)



VORTAC EED

115.2

Chan 99

APP CRS

335°

Rwy Idg

7000

TDZE

699

Apt Elev

701

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

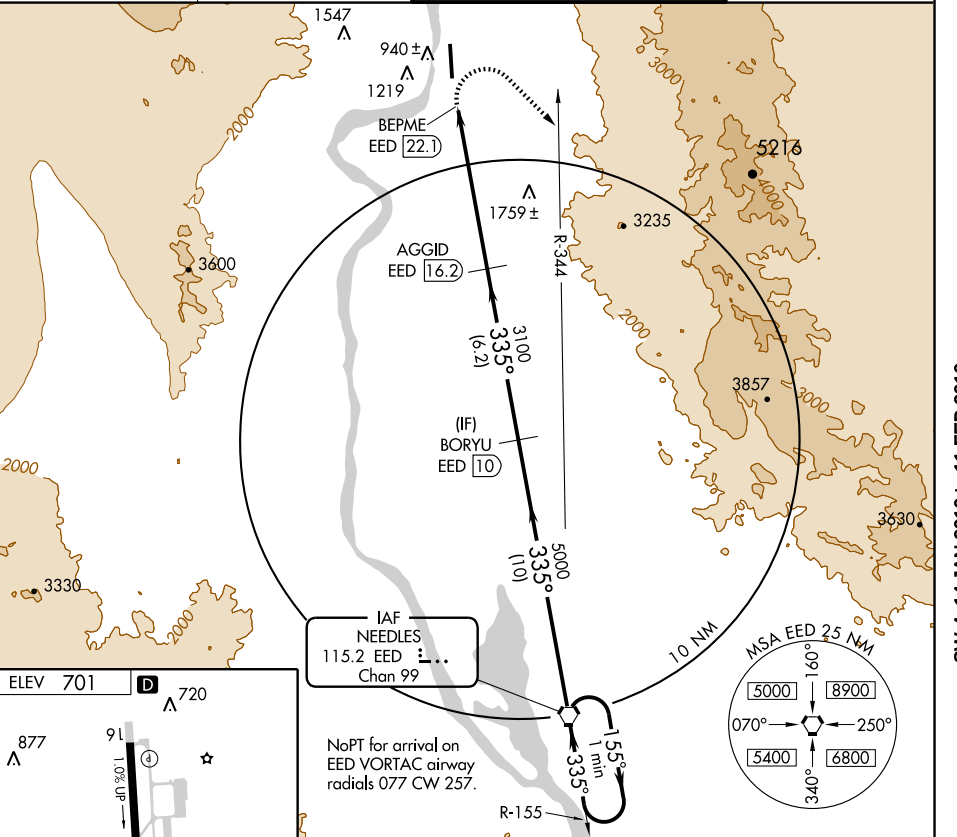
⚠

⚠

Circling to Rwy 16 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Needles altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 6000 via heading 120° and EED VORTAC R-344 to EED VORTAC and hold.

AWOS-3 119.825	LOS ANGELES CENTER 134.65 360.65	LAUGHLIN/BULLHEAD TOWER ★ 123.9 (CTAF) 0	GND CON 118.25
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6000

120°

EED R-344

EED 115.2

BORYU EED 10

VORTAC

One Minute Holding Pattern

3100

335°

155°

6000

BEPME EED 22.1

AGGID EED 16.2

TCH 45

3.21°

5000

335°

VGSI and descent angles not coincident.

1 NM

5.9 NM

6.2 NM

10 NM

CATEGORY	A	B	C	D
S-34	2840-1¼ 2141 (2200-1¼)	2840-1½ 2141 (2200-1½)	2840-3	2141 (2200-3)
CIRCLING	2840-1¼ 2139 (2200-1¼)	2840-1½ 2139 (2200-1½)	2840-3	2139 (2200-3)

MIRL Rwy 16-34

REIL Rws 16 and 34

34

335° 6.9 NM from FAF

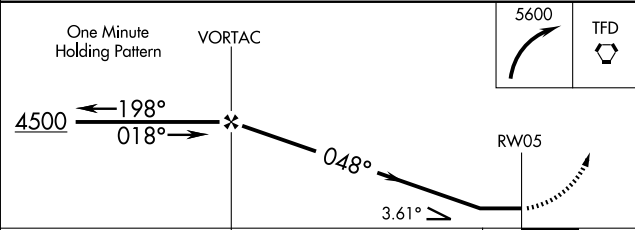
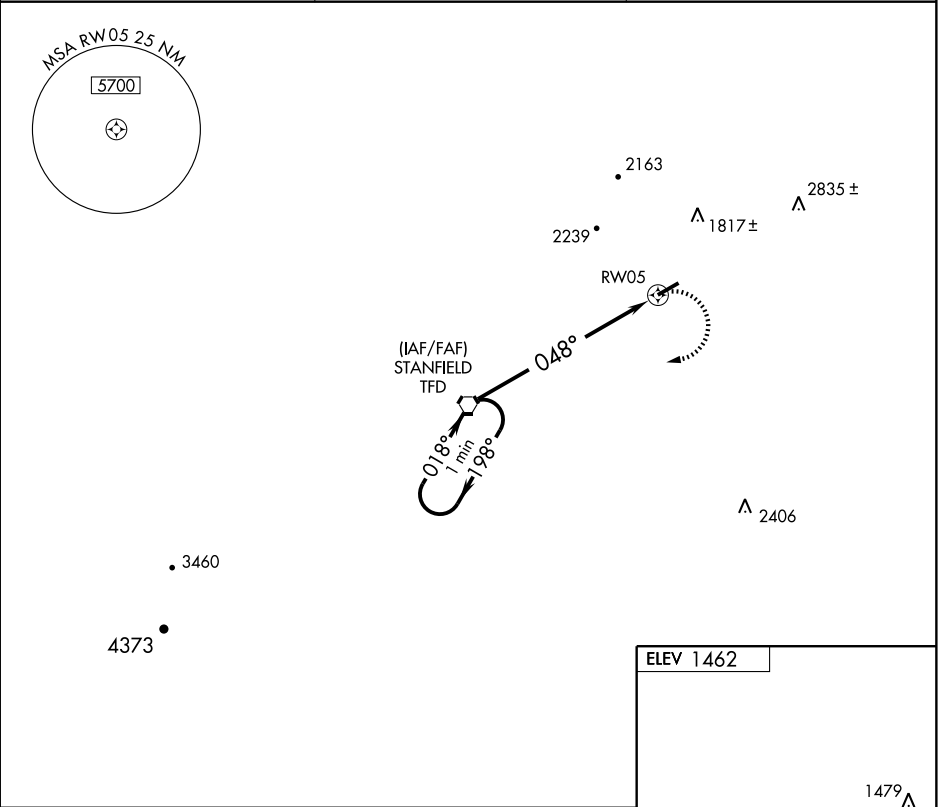
SW-4, 14 JAN 2010 to 11 FEB 2010

APP CRS 048°	Rwy Idg TDZE Apt Elev	5200 1456 1462
------------------------	-----------------------------	---

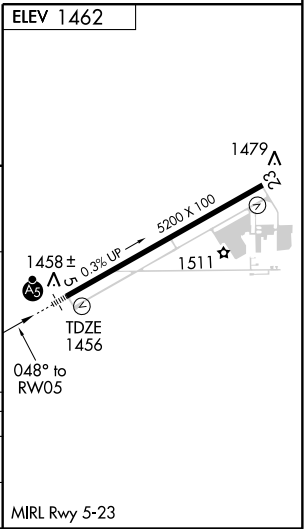
GPS RWY 5
CASA GRANDE MUNI (CGZ)

 NA	MALSR 	MISSED APPROACH: Climbing right turn to 5600 direct TFD VORTAC and hold.
---	--	---

AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
S-5	1880-1/2	424 (500-1/2)	NA	
CIRCLING	1880-1 418 (500-1)	1980-1 518 (600-1)	NA	

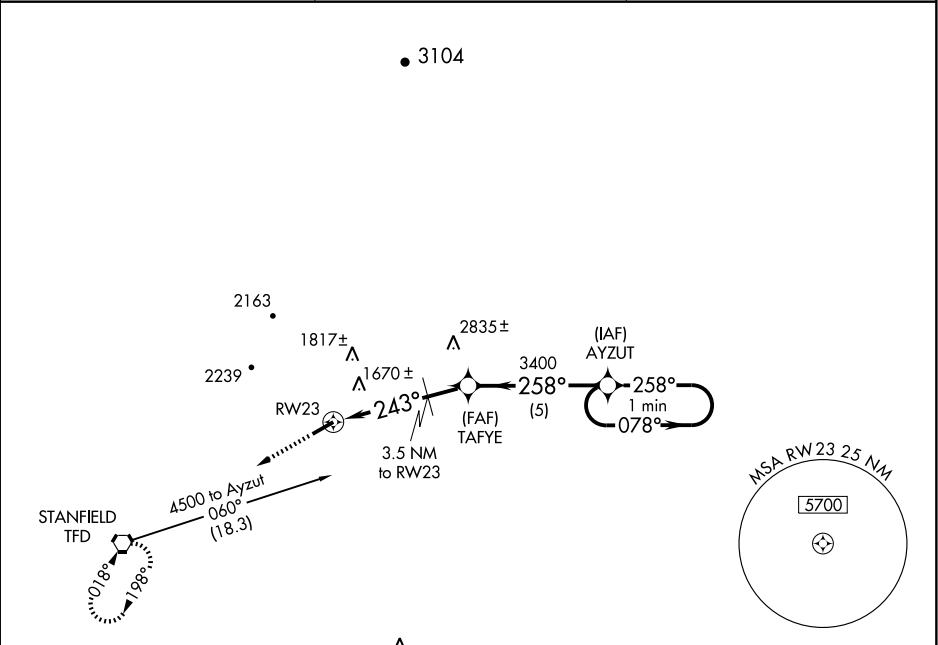


APP CRS 243°	Rwy Idg TDZE Apt Elev	5200 1462 1462
------------------------	-----------------------------	---

GPS RWY 23
CASA GRANDE MUNI (CGZ)

 	MISSED APPROACH: Climb to 5600 direct TFD VORTAC and hold.
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AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------

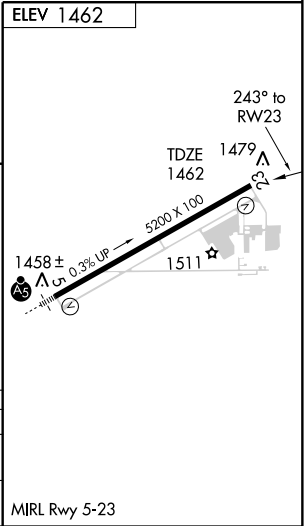


5600

↑

TFD

</



▼

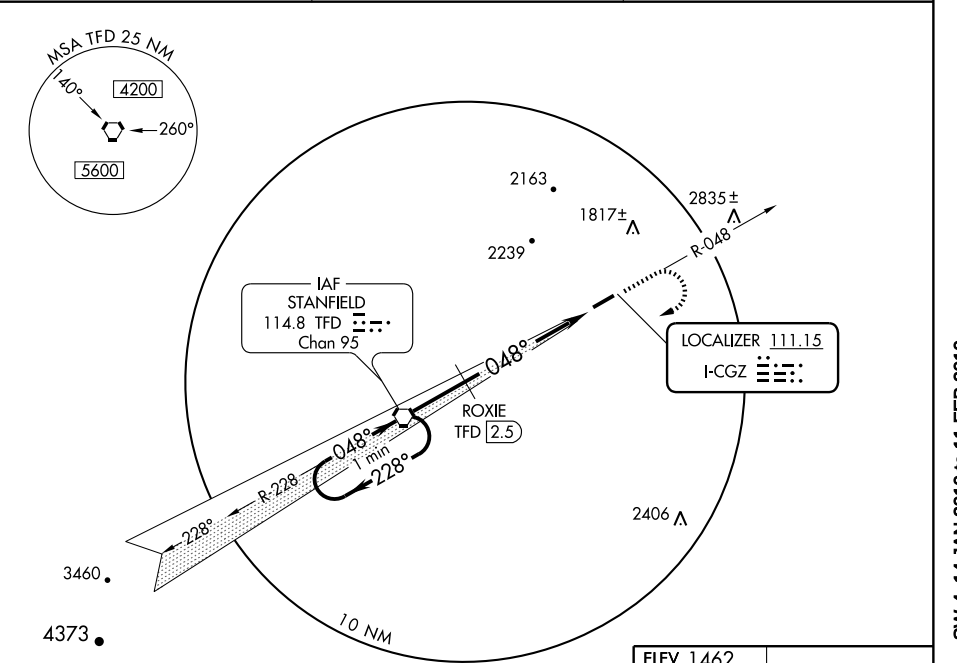
NA

DME from TFD VORTAC; simultaneous reception of I-CGZ and TFD DME required.

MALSR

MISSED APPROACH: Climb to 2100 via TFD VORTAC R-048 then climbing right turn to 3500 direct to TFD VORTAC and hold.

AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
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ELEV 1462

1479

1458±

1511

1456

048° 5.3 NM from FAF

TDZE 1456

5200 X 100

One Minute Holding Pattern

VORTAC

ROXIE TFD 2.5

2100

3500

TFD

114.8

TFD R-048

3500

228°

048°

GS 3.00°

TCH 40

3200

3200

3000

*LOC only

2.5 NM

5 NM

0.3

CATEGORY	A	B	C	D
S-ILS 5	1741-½	285 (300-½)		NA
S-LOC 5	1840-½	384 (400-½)		NA
CIRCLING	1900-1 438 (500-1)	1920-1 458 (500-1)		NA

MIRL Rwy 5-23

Knots

60

90

120

150

180

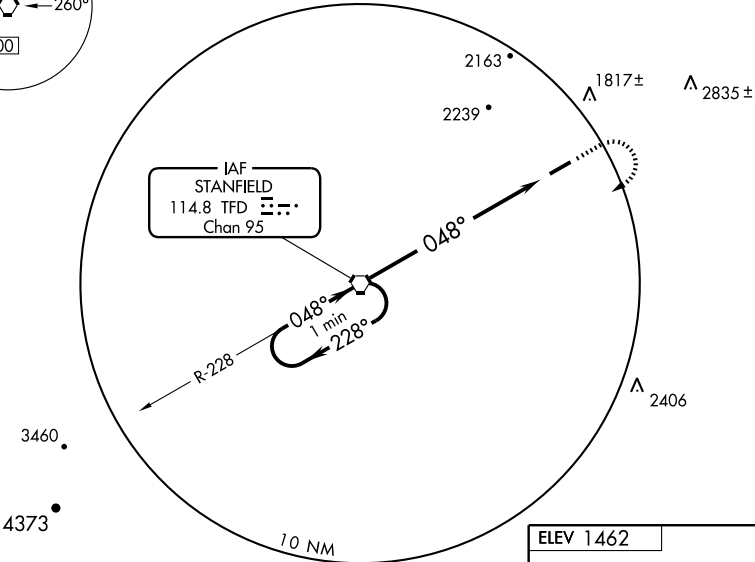
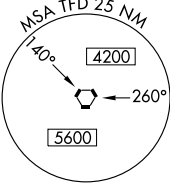
Min:Sec

VORTAC TFD	APP CRS	Rwy Idg	5200
114.8	048°	TDZE	1456
Chan 95		Apt Elev	1462

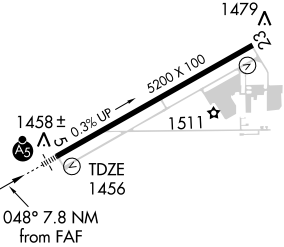
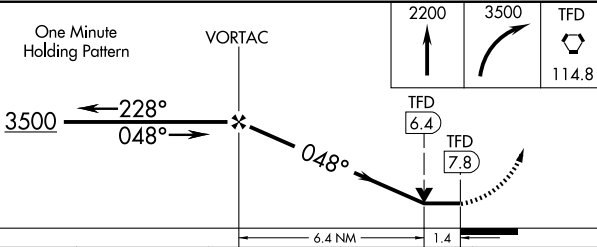
VOR RWY 5
CASA GRANDE MUNI (CGZ)

	MALSR 	MISSED APPROACH: Climb to 2200, then climbing right turn to 3500 direct TFD VORTAC and hold.
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AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
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ELEV 1462



CATEGORY	A	B	C	D
S-5	1960-½	504 (500-½)	NA	
CIRCLING	1960-1	498 (500-1)	NA	

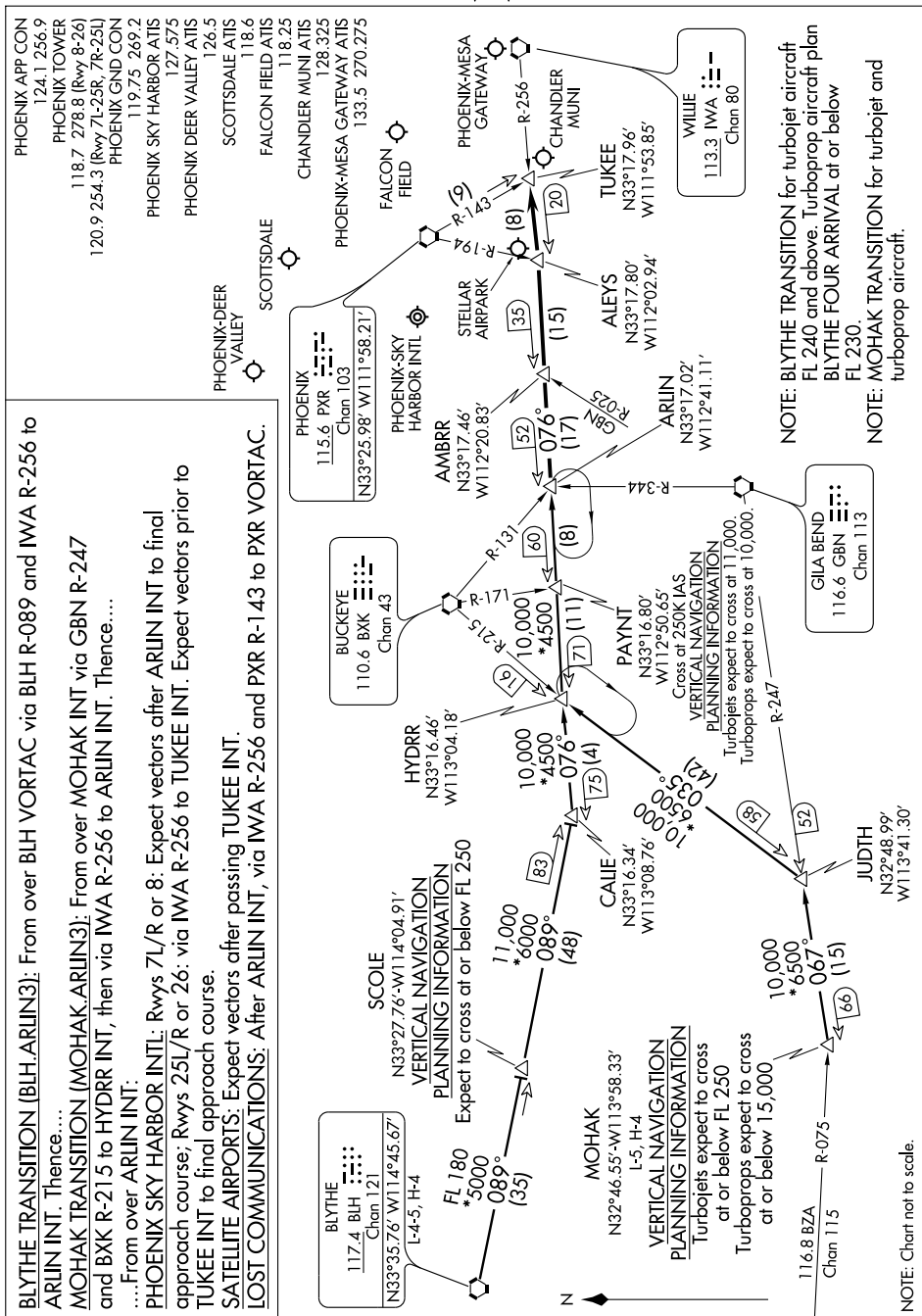
MIRL Rwy 5-23	FAF to MAP 7.8 NM				
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36



ARLIN THREE ARRIVAL

ST-322 (FAA)

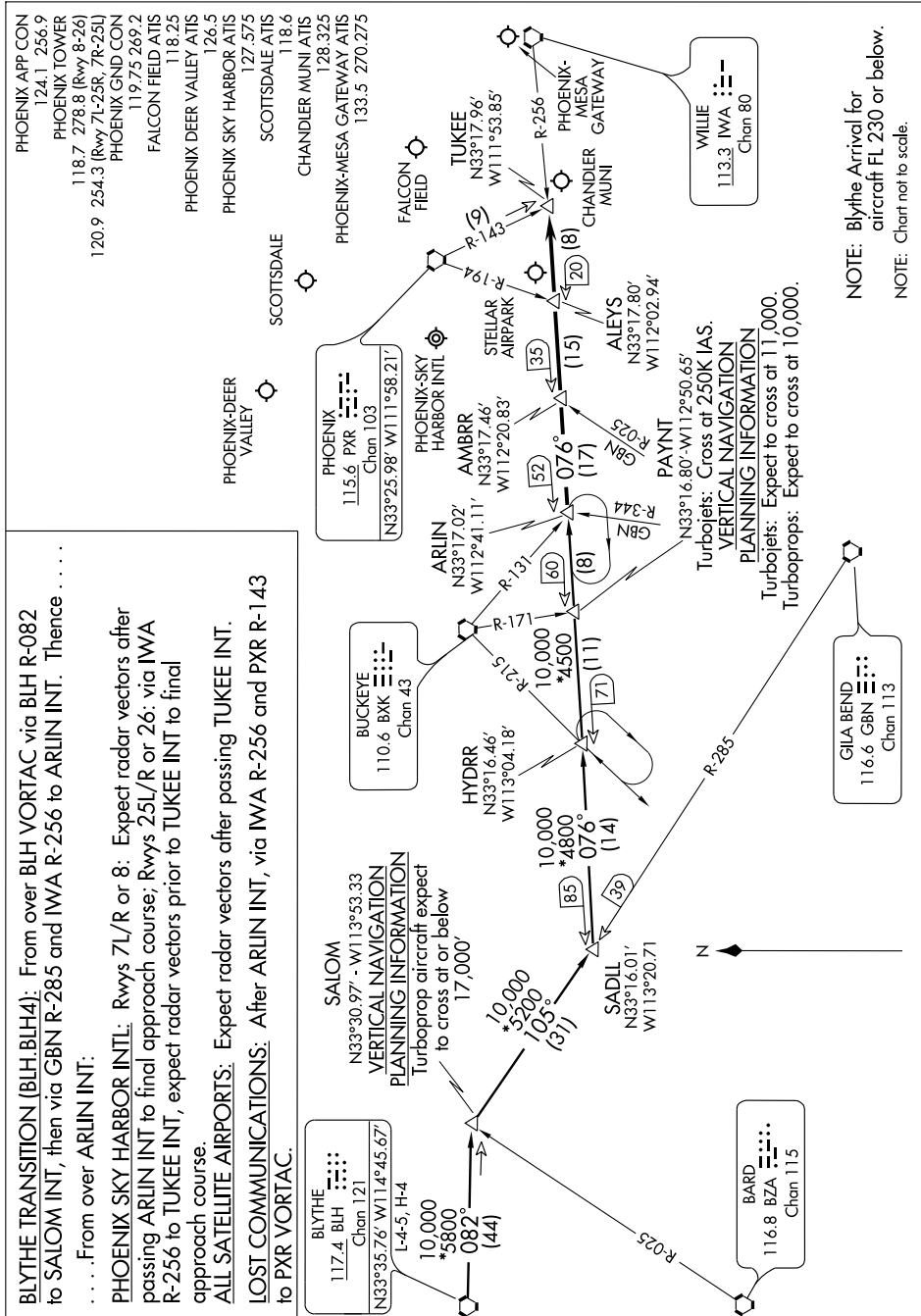
PHOENIX, ARIZONA



BLYTHE FOUR ARRIVAL

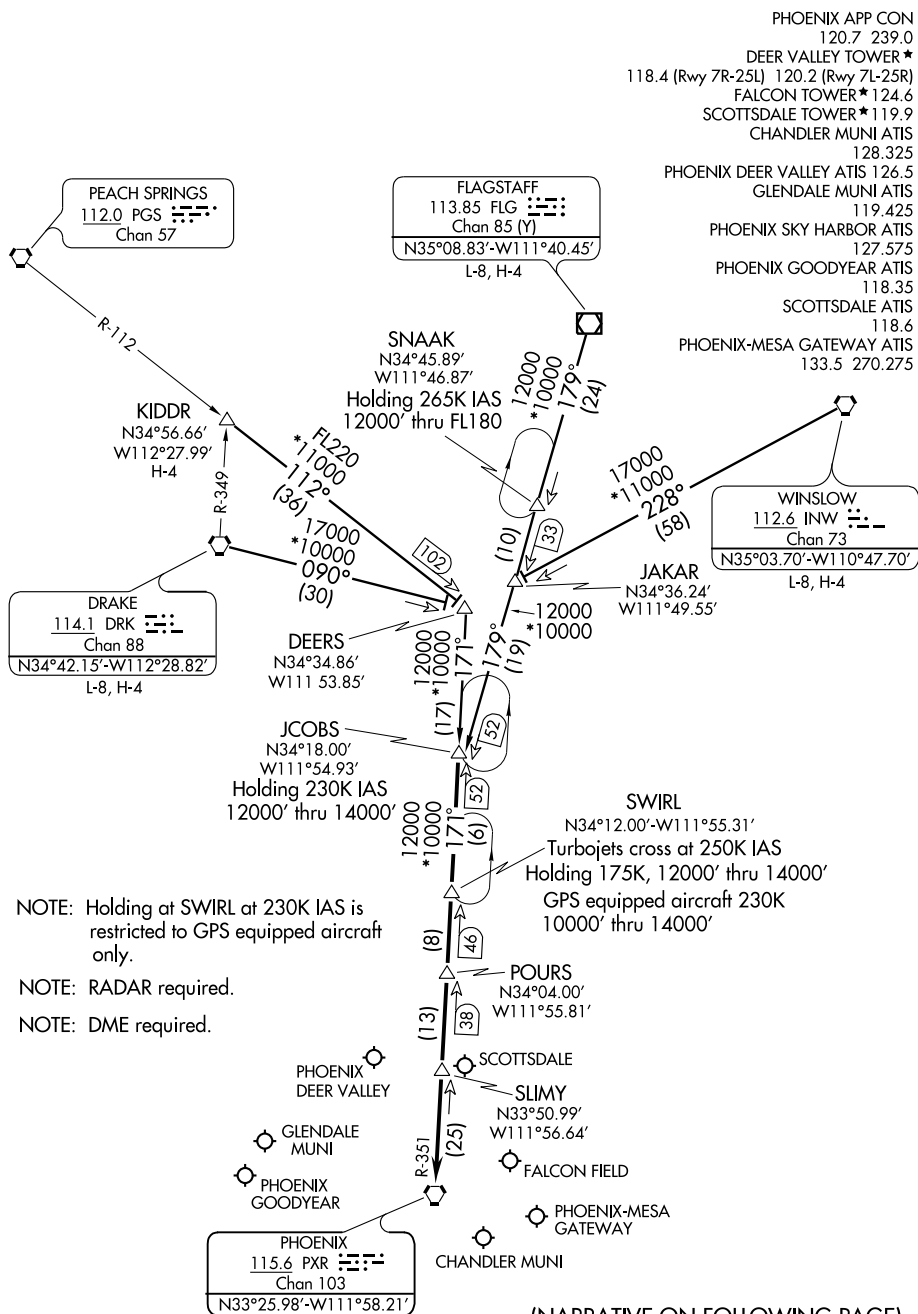
ST-322 (FAA)

PHOENIX, ARIZONA



JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

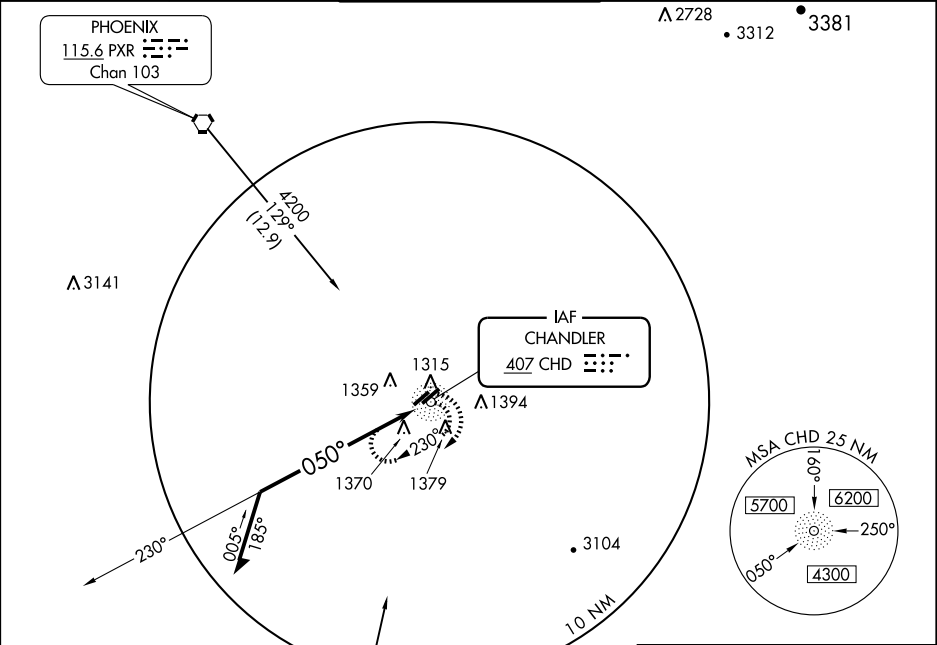
LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

NDB RWY 4R
CHANDLER MUNI (CHD)

NDB	CHD	APP CRS	Rwy Idg	4870
407		050°	TDZE	1239
			Apt Elev	1243

▼ ▲ NA	When VGSI inoperative, circling Rwy 4L NA at night.	MISSED APPROACH: Climbing right turn to 3000 in CHD holding pattern.
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ATIS 128.325	PHOENIX APP CON 123.7 363.0	CHANDLER TOWER* 126.1 (CTAF) 133.1 (North and West) (South and East)	GND CON 124.4	UNICOM 122.95
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Remain within 10 NM				
*NDB				
2800				
230°				
050°				
* Maintain 3400 or above until established outbound for procedure turn.				
CATEGORY	A	B	C	D
S-4R	1780-1	541 (600-1)	1780-1½ 541 (600-1½)	NA
CIRCLING	1780-1	538 (600-1)	1780-1½ 538 (600-1½)	NA

ELEV 1243

TWR 1331±

1281

4401 X 75

4810 X 75

1299

TDZE 1239

1269±

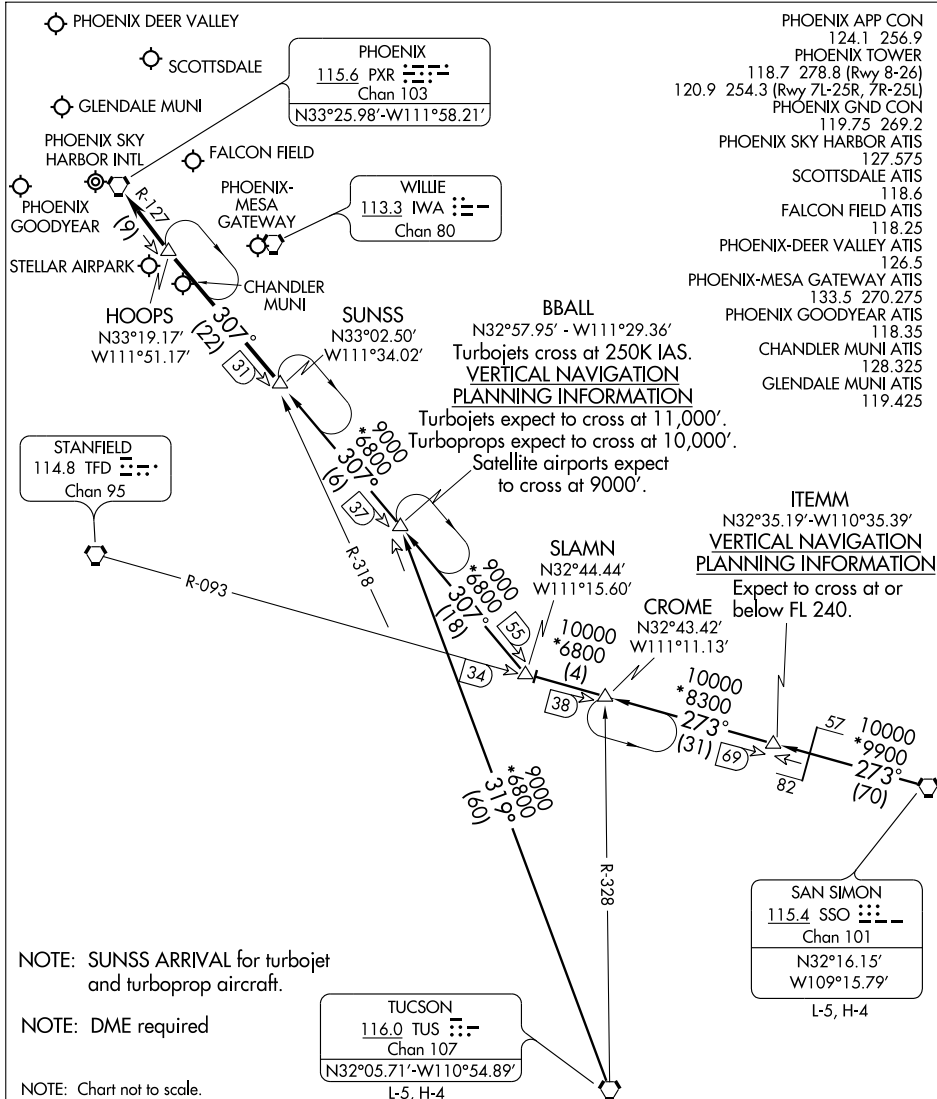
1265

050° to NDB

REIL Rwy 4R and 22L

MIRL Rwy 4L-22R and 4R-22L

CATEGORY	A	B	C	D
RNAV MDA	1680-1	440 (500-1)	1680-1¼ 440 (500-1¼)	NA
CIRCLING	1720-1	477 (500-1)	1720-1½ 477 (500-1½)	NA



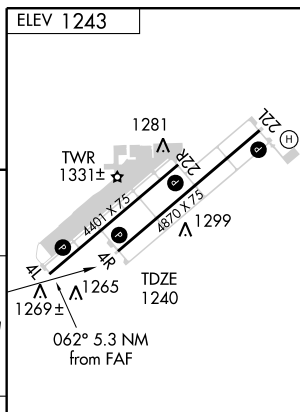
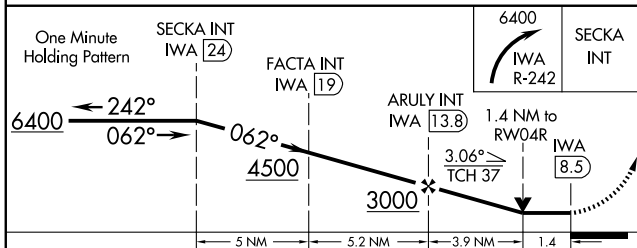
SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

MISSED APPROACH: Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.

MISSED APPROACH: Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.

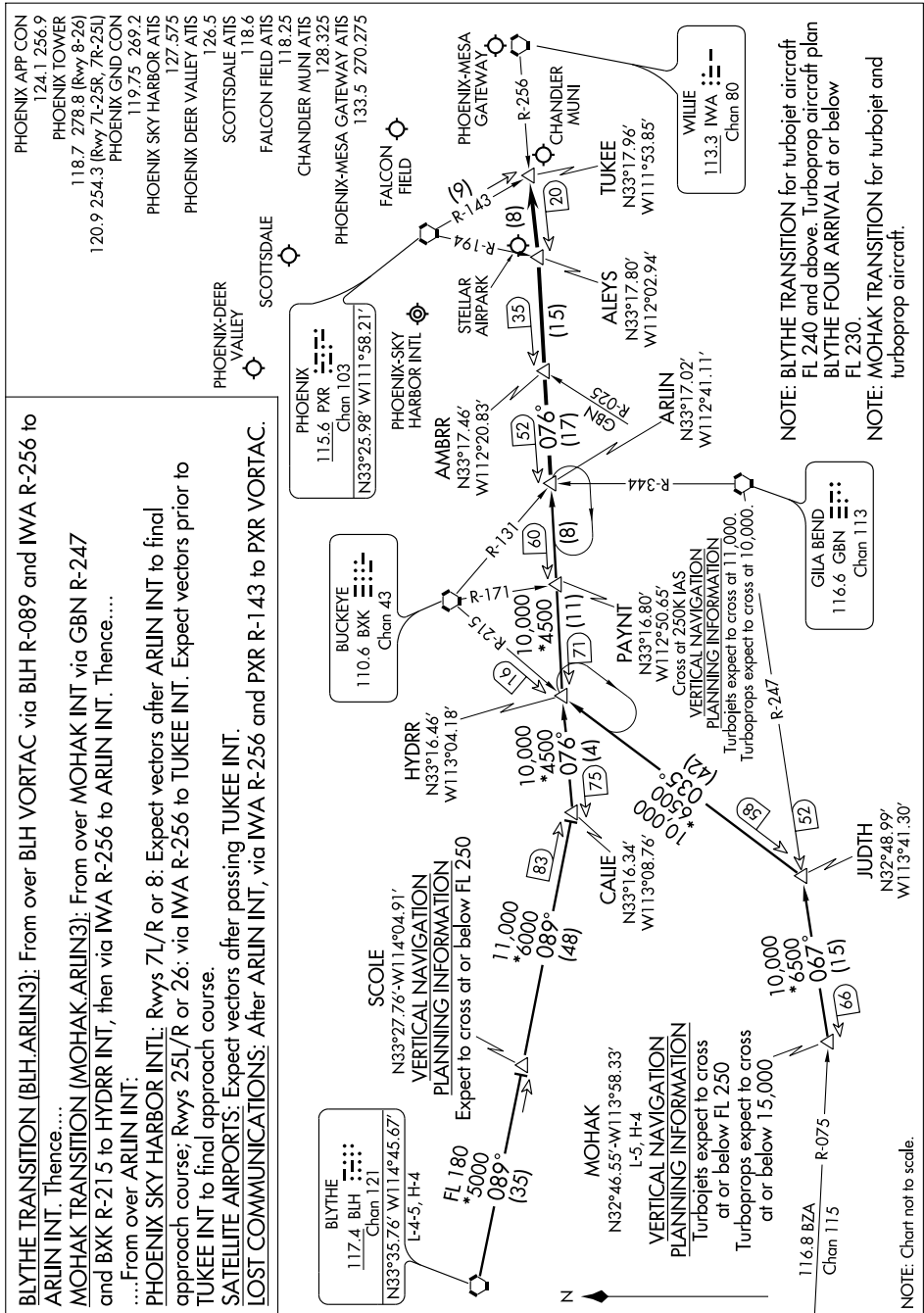
UNICOM
122.95

REIL Rwys 4R and 22L L					
MIRL Rwys 4L-22R and 4R-22L L					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ARLIN THREE ARRIVAL

ST-322 (FAA)

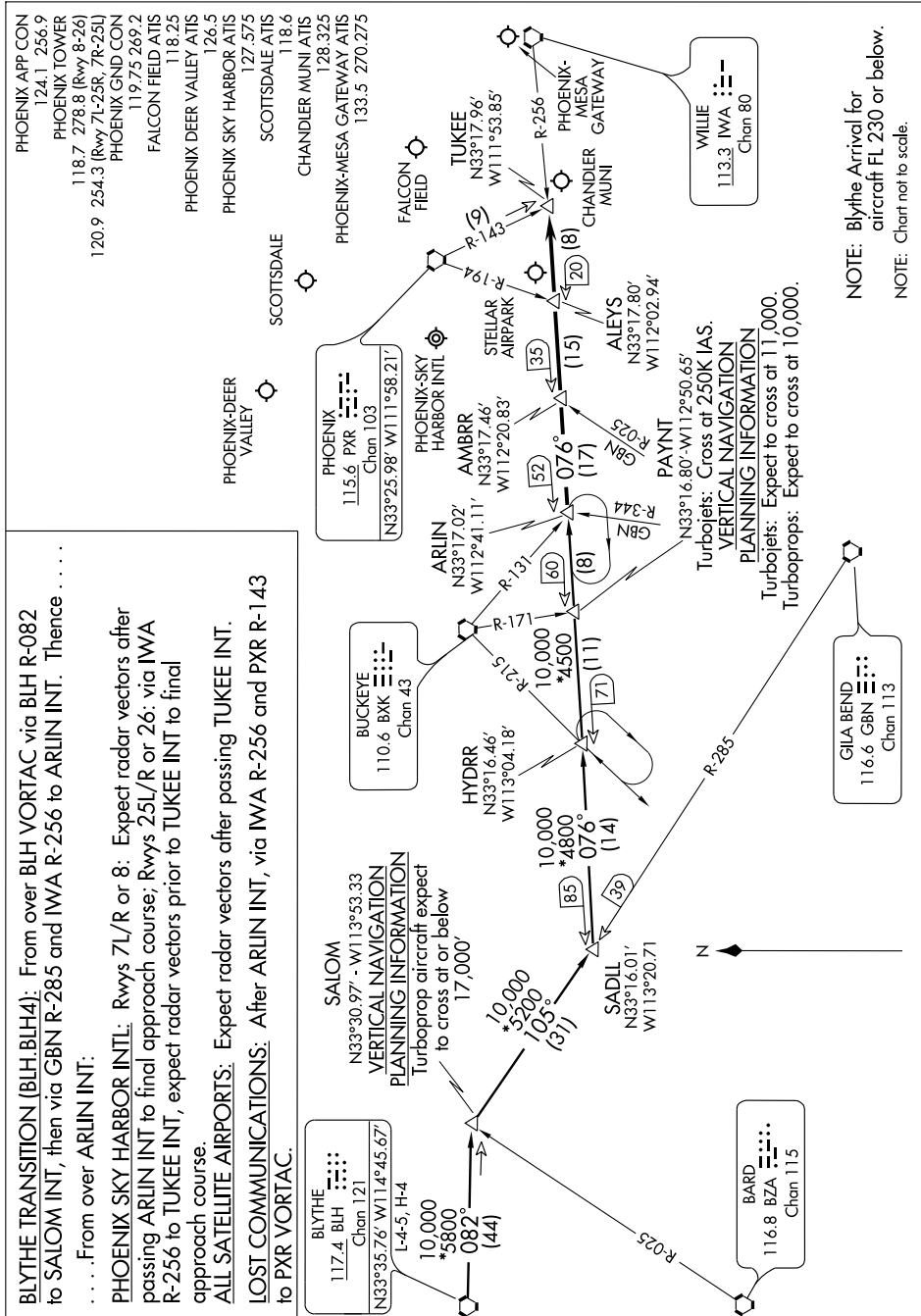
PHOENIX, ARIZONA

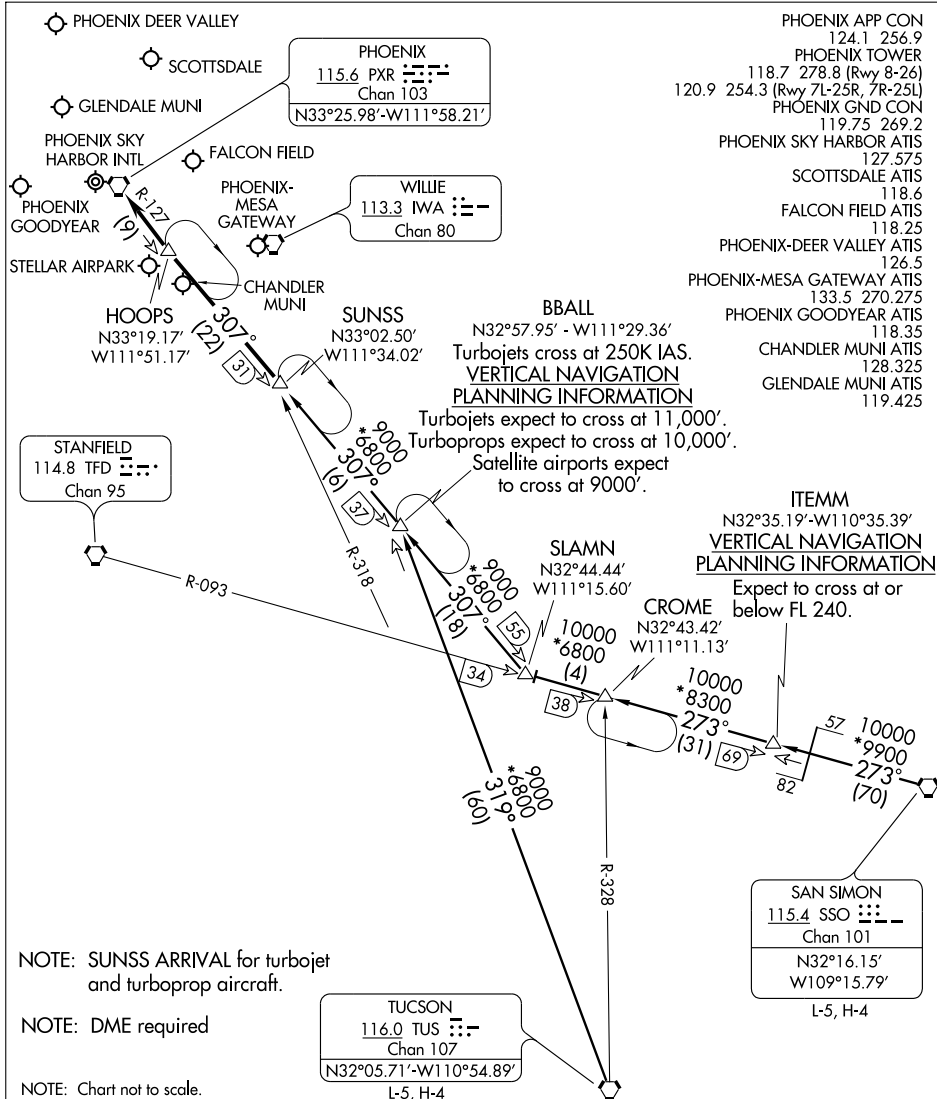


BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

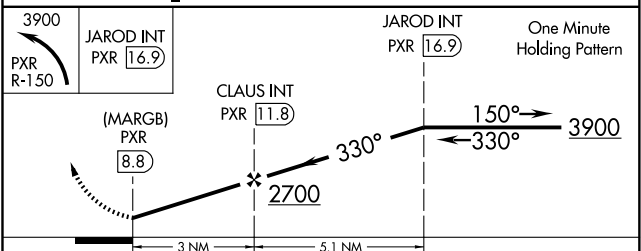
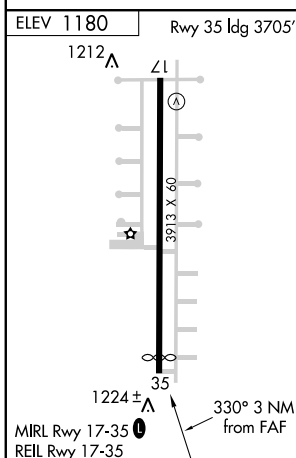
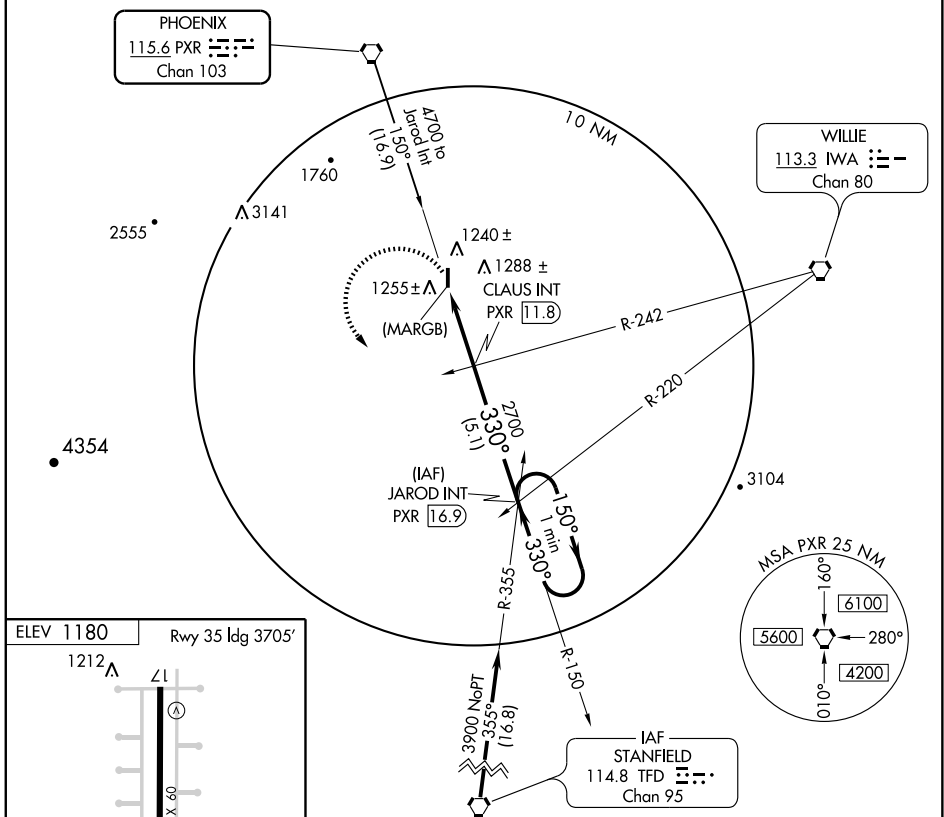
....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

VORTAC PXR <u>115.6</u> Chan 103	APP CRS 330°	Rwy Idg TDZE Apt Elev	N/A N/A 1180
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MISSED APPROACH: Climbing left turn to 3900 via PXR R-150 to JAROD Int/PXR 16.9 DME and hold.

PHOENIX APP CON
123.7 363.0

CTAF
122.9 **L**



FAF to MAP 3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1600-1	1640-1	1640-1½	NA
Min:Sec	3:00	2:00	1:30	1:12	1:00		420 (500-1)	460 (500-1)	460 (500-1½)	

NDB AZC
403

APP CR
340°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
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93	100	100
94	100	100
95	100	100
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97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
4871

NDB or GPS-A

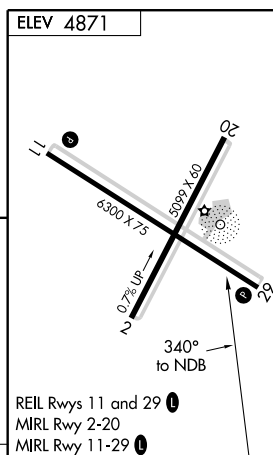
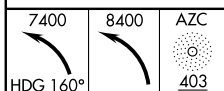
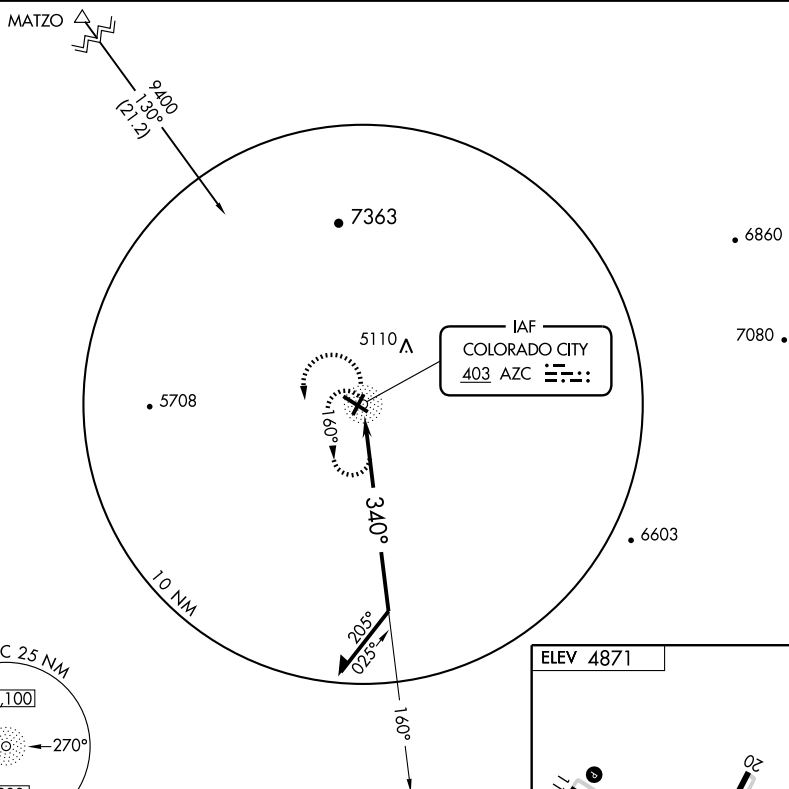
COLORADO CITY MUNI (AZC)

T When local altimeter setting not received,
A NA procedure not authorized.

MISSED APPROACH: Climbing left turn to 7400 via heading 160°, then climbing left turn to 8400 direct AZC NDB and hold.

AWOS-3
118,375

LOS ANGELES CENTER
124.2 343.6

UNICOM
122.7 (CTAF) **L**

* Maintain 8600 feet or above until established outbound for procedure turn.

CATEGORY	A	B	C	D						
CIRCLING	5700-1	5700-1¼	5700-2½	5700-2¾	Knots	60	90	120	150	180
	829 (900-1)	829 (900-1¼)	829 (900-2½)	829 (900-2¾)	Min:Sec					

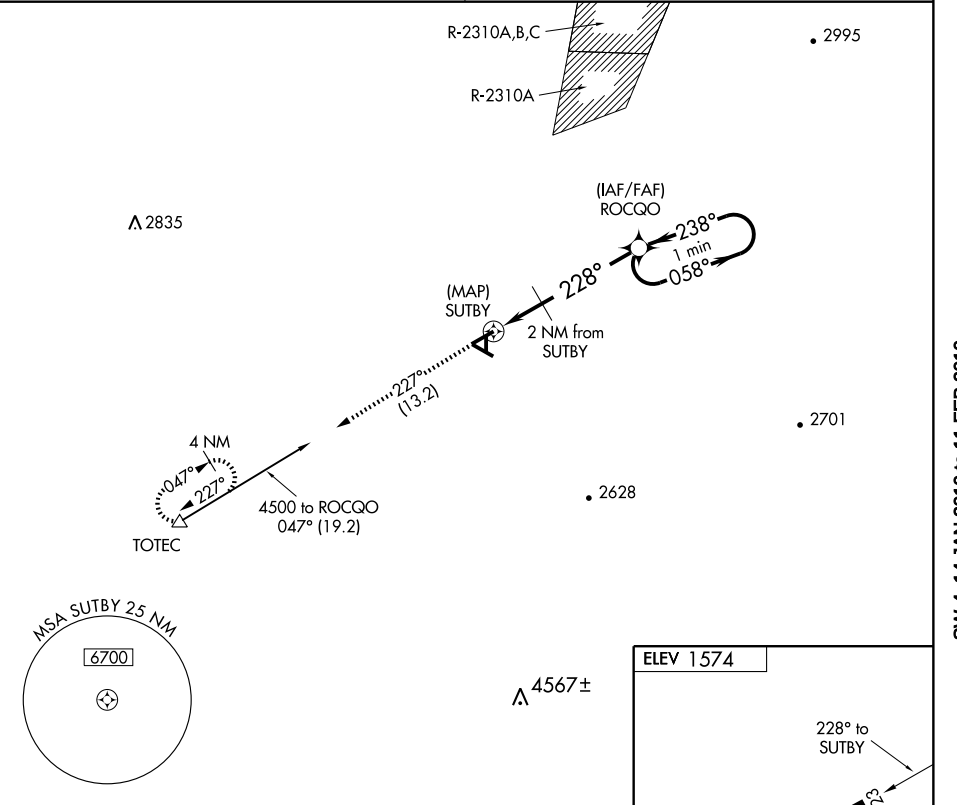
▼

▲ NA

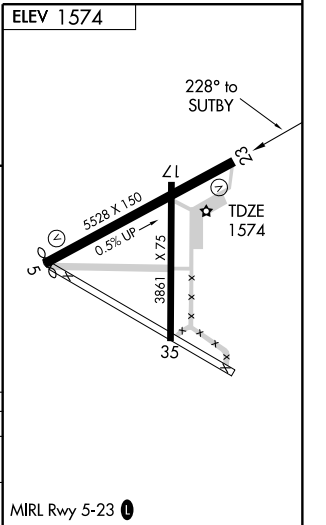
Use Casa Grande Muni alimeter setting.

MISSED APPROACH: Climb to 3900 via 227° course to TOTEC and hold.

ALBUQUERQUE CENTER 125.4 269.3	UNICOM 123.075 (CTAF) 0
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3900 ↑ 227°	TOTEC △	ROCQO	One Minute Holding Pattern	
SUTBY		2 NM from SUTBY	058° →	3900
2340		228°	← 238°	
2 NM		4 NM		
CATEGORY	A	B	C	D
S-23	2060-1	486 (500-1)	NA	
CIRCLING	2100-1	526 (600-1)	NA	



MIRL Rwy 5-23 0

▼

NA

Use Casa Grande Muni altimeter setting.

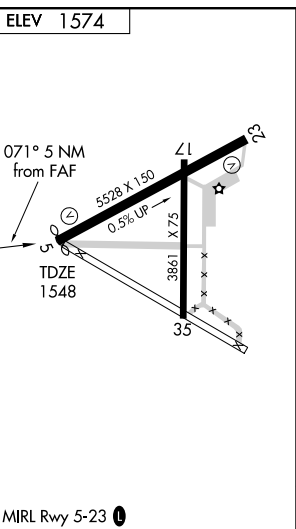
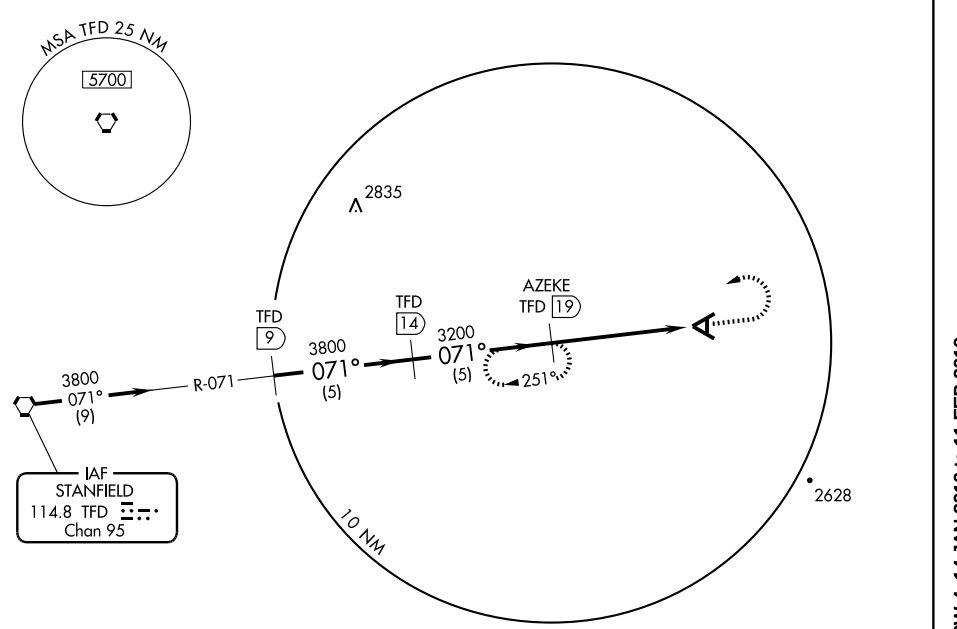
MISSED APPROACH: Climb to 2300, then climbing left turn to 3500 via TFD VORTAC R-071 to AZEKE/19 DME and hold.

ALBUQUERQUE CENTER

125.4 269.3

UNICOM

123.075 (CTAF) 0



Procedure Turn NA	TFD 9	TFD 14	AZEKE TFD 19	TFD 24
	3800	3800	3200	
	5 NM	5 NM	5 NM	
CATEGORY	A	B	C	D
S-5	2000-1 452 (500-1)	2000-1½ 452 (500-1½)	NA	
CIRCLING	2100-1 526 (600-1)	2100-1½ 526 (600-1½)	NA	

VORTAC DUG 108.8 Chan 25	APP CRS 140°	Rwy Idg 7311 TDZE 4123 Apt Elev 4151
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VOR/DME or GPS RWY 17

DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)

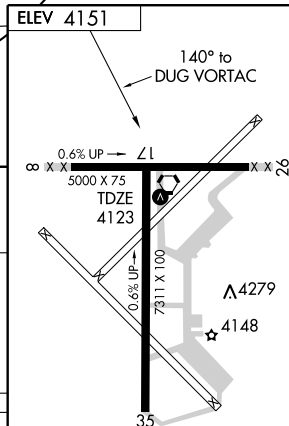
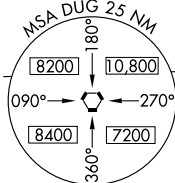
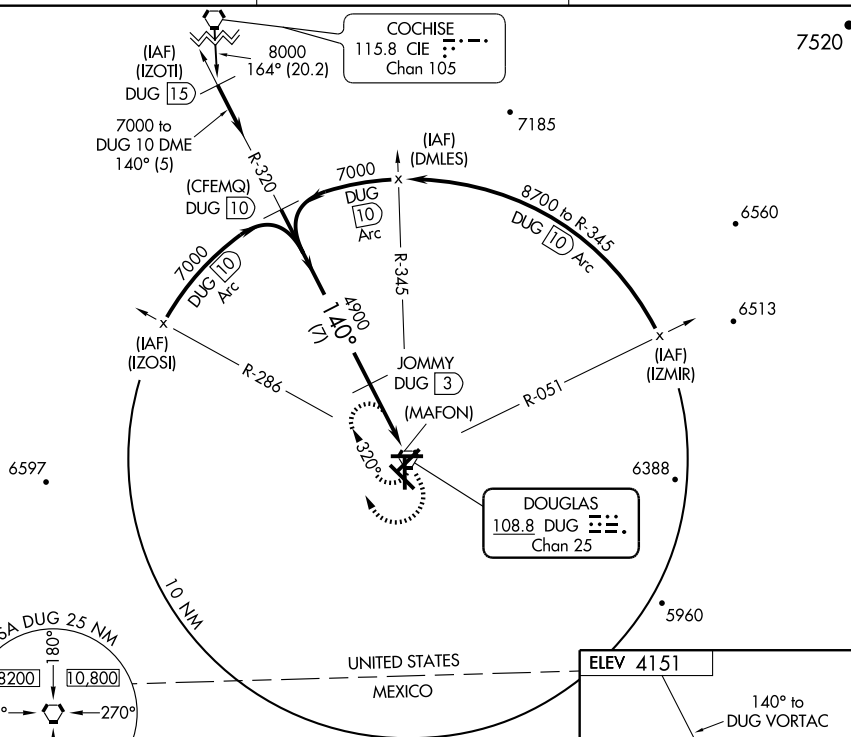


MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

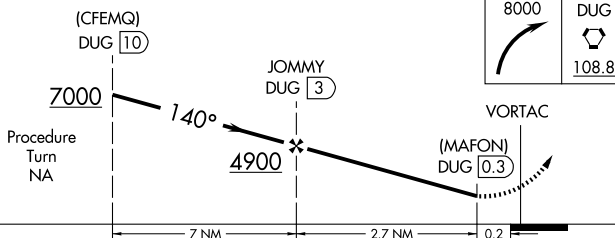
ASOS
119.275

PRESCOTT RADIO
122.6

UNICOM
123.0 (CTAF) **L**



SW-4. 14 JAN 2010 to 11 FEB 2010



CATEGORY	A	B	C	D
S-17	4440-1 317 (300-1)			
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 **L**

VOR RWY 17

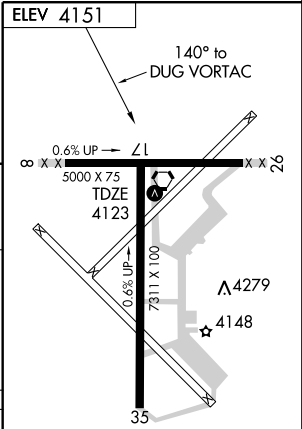
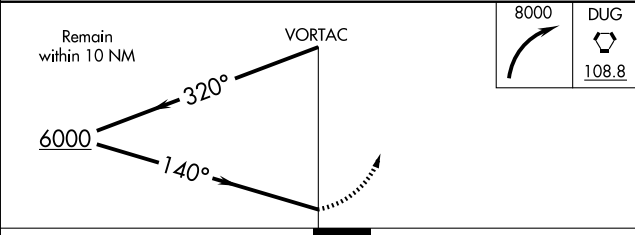
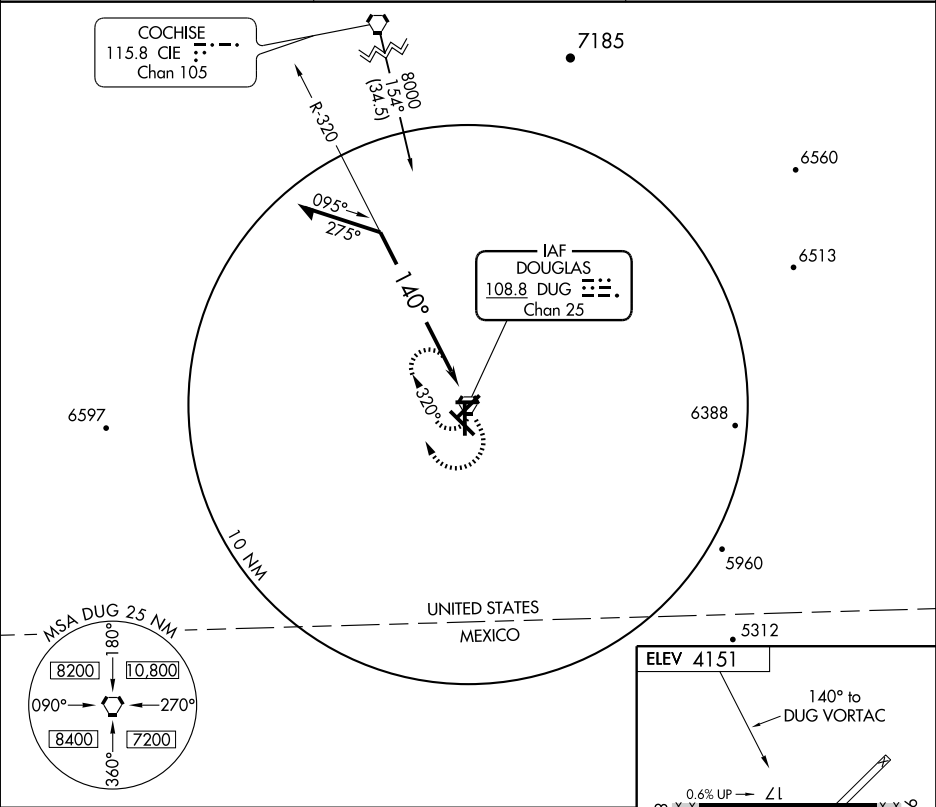
VORTAC DUG	APP CRS	Rwy Idg	7311
108.8	140°	TDZE	4123
Chan 25		Apt Elev	4151

DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)



MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

ASOS 119.275	PRESCOTT RADIO 122.6	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	4580-1	457 (500-1)	4580-1½ 457 (500-1½)	4580-1½ 457 (500-1½)
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 0

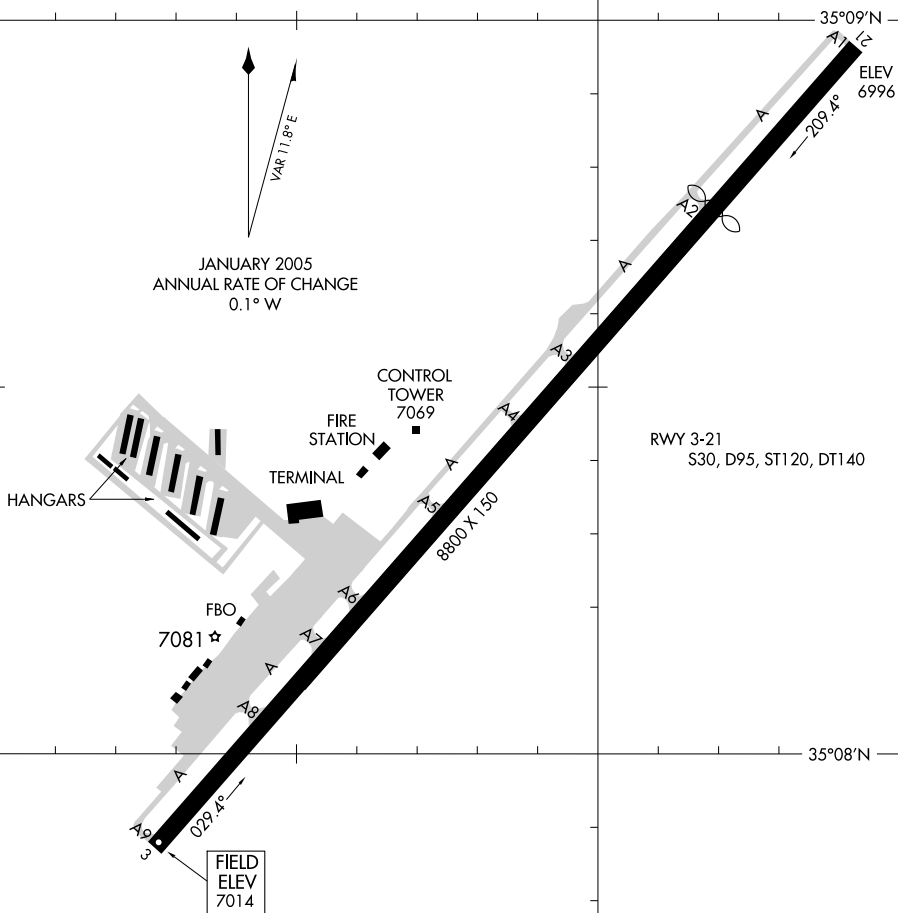
AIRPORT DIAGRAM

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)
FLAGSTAFF, ARIZONA

ATIS
 125.8
 FLAGSTAFF TOWER ★
 134.55 226.3
 GND CON
 121.9

D

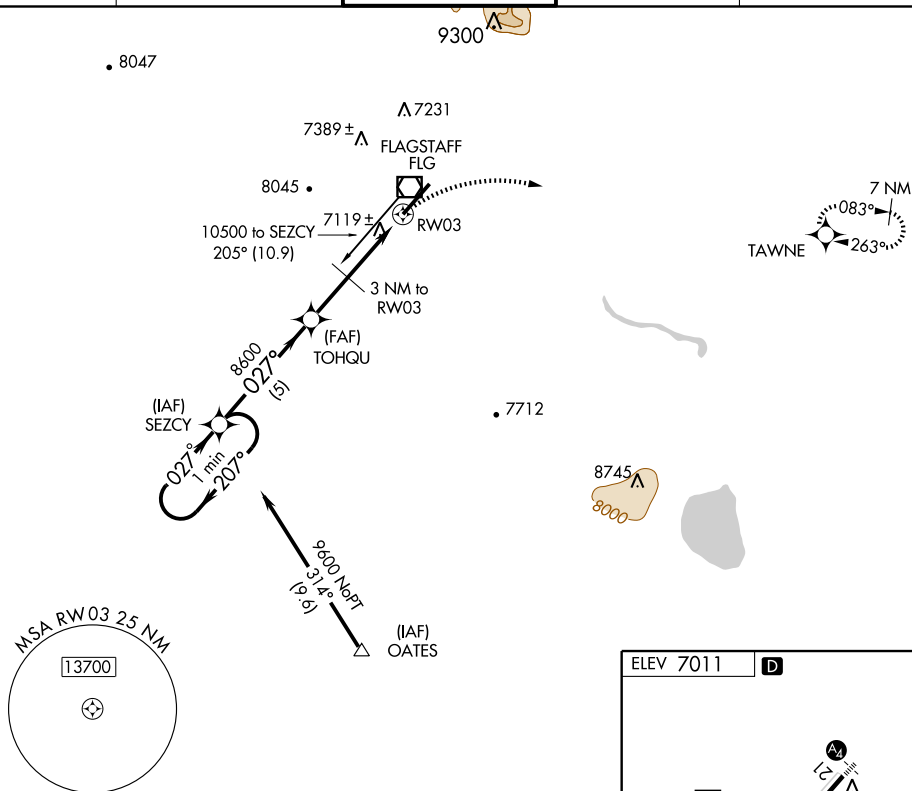


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 14 JAN 2010 to 11 FEB 2010

Rwy Idg	8800
TDZE	7011
Apt Elev	7011

MISSED APPROACH: Climbing right turn to 9500 direct TAWNE and hold.

UNICOM
122.95

One Minute Holding Pattern

SEZCY

9600 ← 207°
027° →

TOHQU

RW03

RW03

9500

TAWNE

1

R

03

.....

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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1

73

0-1¼

		7
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40-2

ELEV 7011

7071+

7069

TDZE

0070 :

RW03

HIRL Rwy 3-21 **L**

LOC I-FLG 110.5	APP CRS 210°	Rwy Idg TDZE Apt Elev	7000 7000 7011
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ILS or LOC/DME RWY 21

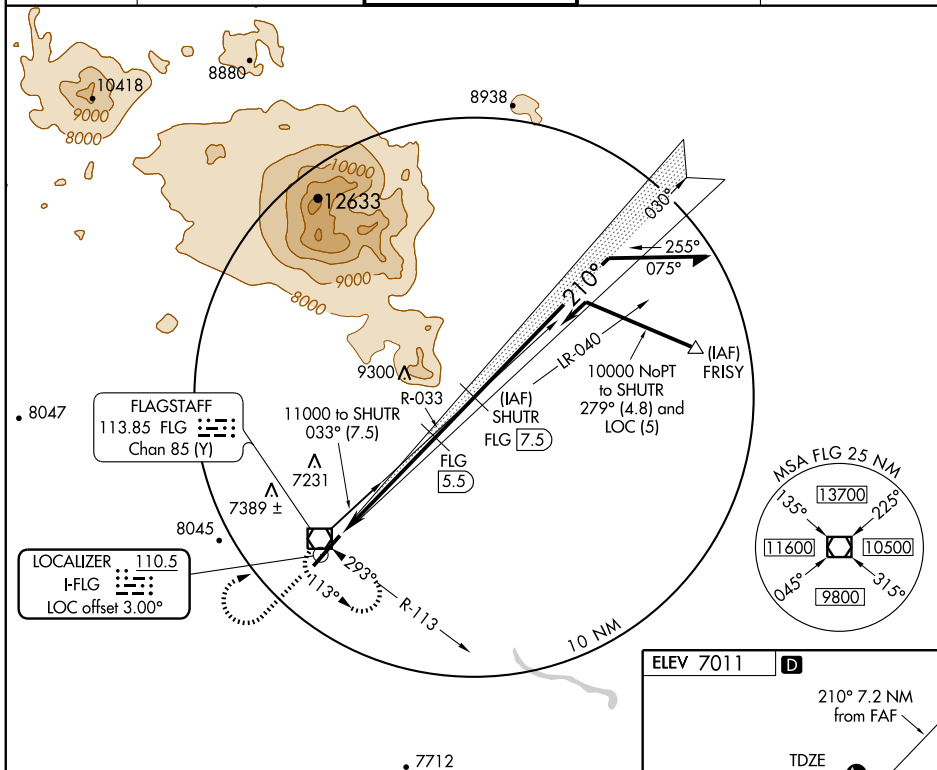
FLAGSTAFF PULLIAM (FLG)

- T** DME from FLG VOR/DME. Simultaneous reception of I-FLG
A and FLG DME required.
Auto coupled approach not authorized below 7640 feet MSL.

MALS
- - -
A₄

MISSED APPROACH: Climb to 9000 then climbing right turn to 11000 direct to FLG VOR/DME and hold.

ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 226.3	GND CON 121.9	UNICOM 122.95
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9000 11000

↑ ↗

FLG 113.85

*LOC only

VOR/DME

FLG 1

0.2 4.5 NM 2 NM

SHUTR FLG 7.5

9383

30°

210°

9500*

10500

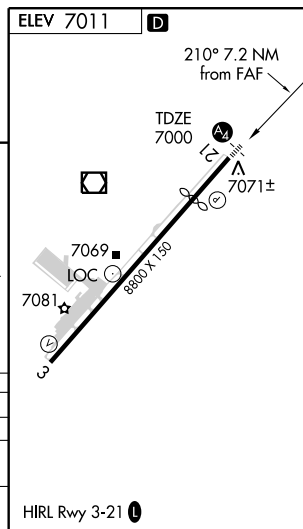
10000

9000*

Remain within 10 NM

GS 3.00°
TCH 51

CATEGORY	A	B	C	D
S-ILS 21	7250-½ 250 (300-½)			
S-LOC 21	7480-½ 480 (500-½)	7480-¾ 480 (500-¾)	7480-1 480 (500-1)	
CIRCLING	7600-1 589 (600-1)	7620-1 609 (700-1)	7620-1 ¾ 609 (700-1¾)	7640-2 629 (700-2)



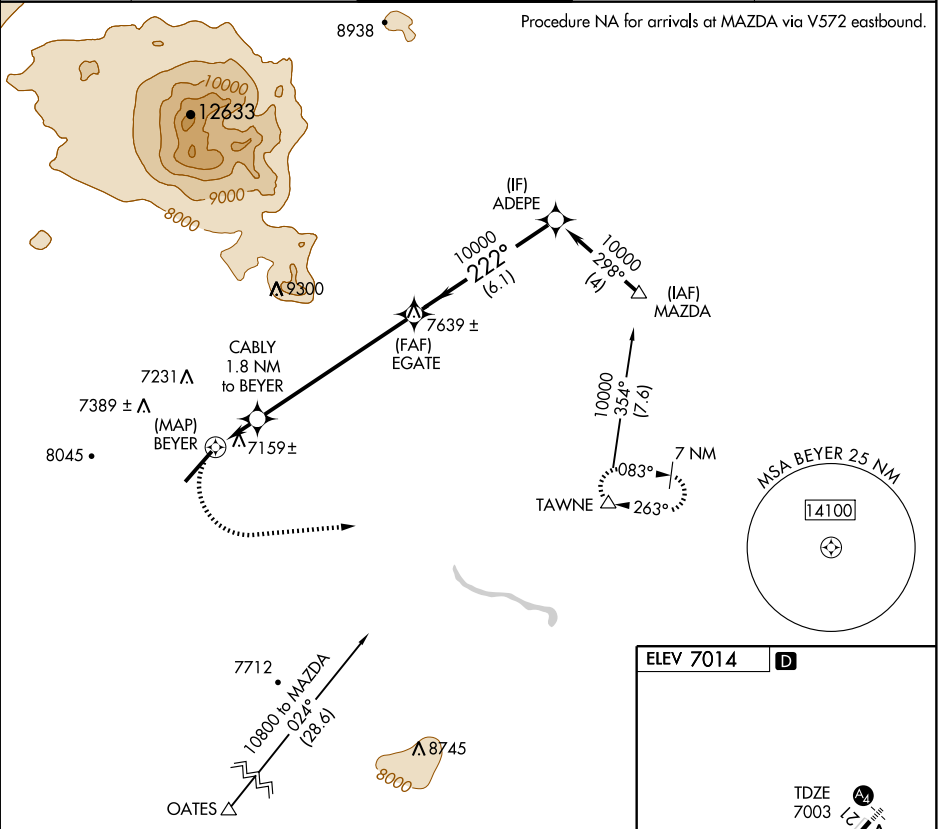
APP CRS	Rwy Idg	7000
222°	TDZE	7003
	Apt Elev	7014

RNAV (GPS) Y RWY 21

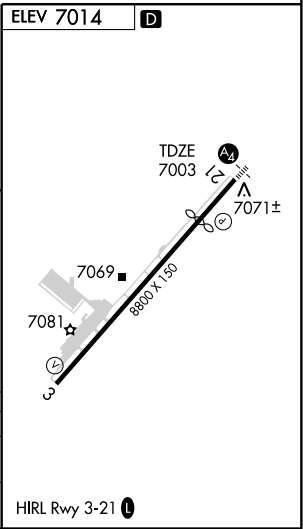
FLAGSTAFF PULLIAM (FLG)

▼ When local altimeter setting not received, procedure NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.	MALS 	MISSED APPROACH: Climbing left turn to 10500 direct TAWNE and hold, continue climb-in-hold to 10500.
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ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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10500	TAWNE			
		CABLY 1.8 NM to BEYER	EGATE	ADEPE
	BEYER			Procedure Turn NA
	≤ 3.10° TCH 51		10000	10000
	7800			
	0.4	1.8 NM	6.8 NM	6.1 NM
CATEGORY	A	B	C	D
LNAV MDA	7420-1	417 (500-1)	7420-1¼ 417 (500-1¼)	7420-1⅞ 417 (500-1⅞)
CIRCLING	7520-1 506 (600-1)	7560-1 546 (600-1)	7560-1½ 546 (600-1½)	7580-2 566 (600-2)



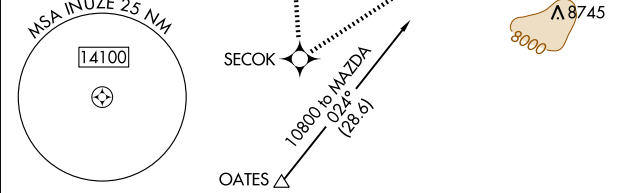
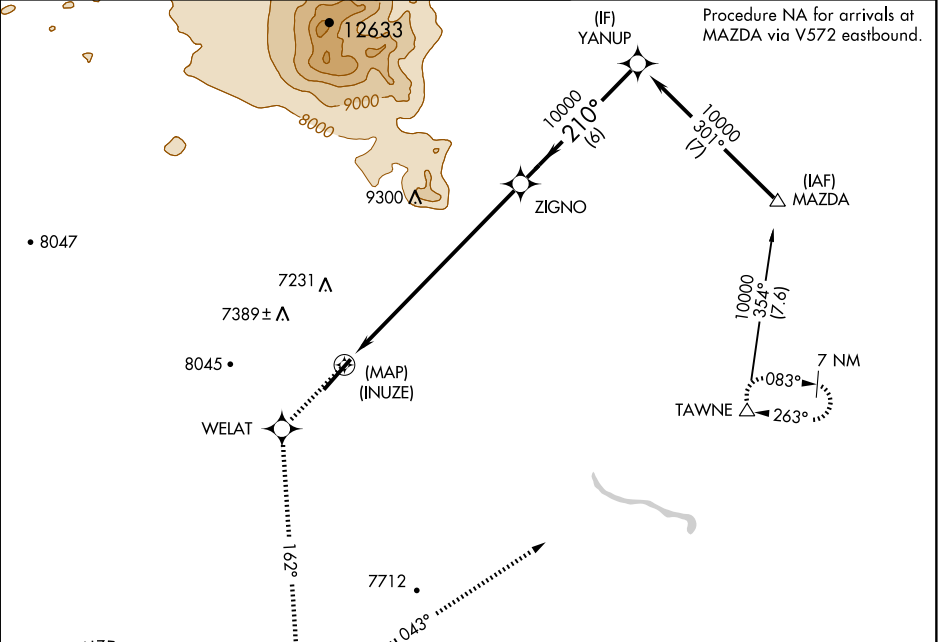
WAAS CH 65711 W21A	APP CRS 210°	Rwy Idg TDZE Apt Elev	7000 7003 7014
--	------------------------	-----------------------------	---

RNAV (GPS) Z RWY 21

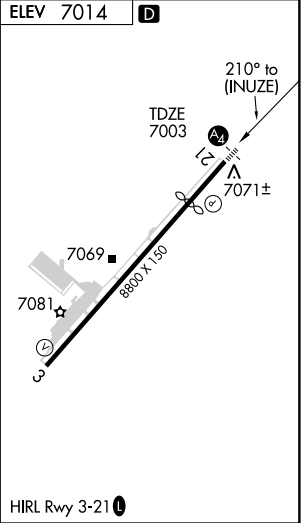
FLAGSTAFF PULLIAM (FLG)

When local altimeter setting not received, procedure NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.	MAIS 	MISSED APPROACH: Climb to 10500 direct WELAT and via 162° track to SECOK and left turn via 043° track to TAWNE and hold.
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ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 226.3	GND CON 121.9	UNICOM 122.95
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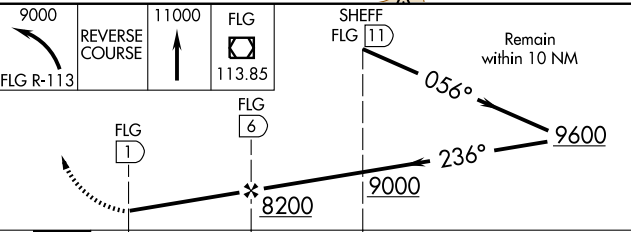
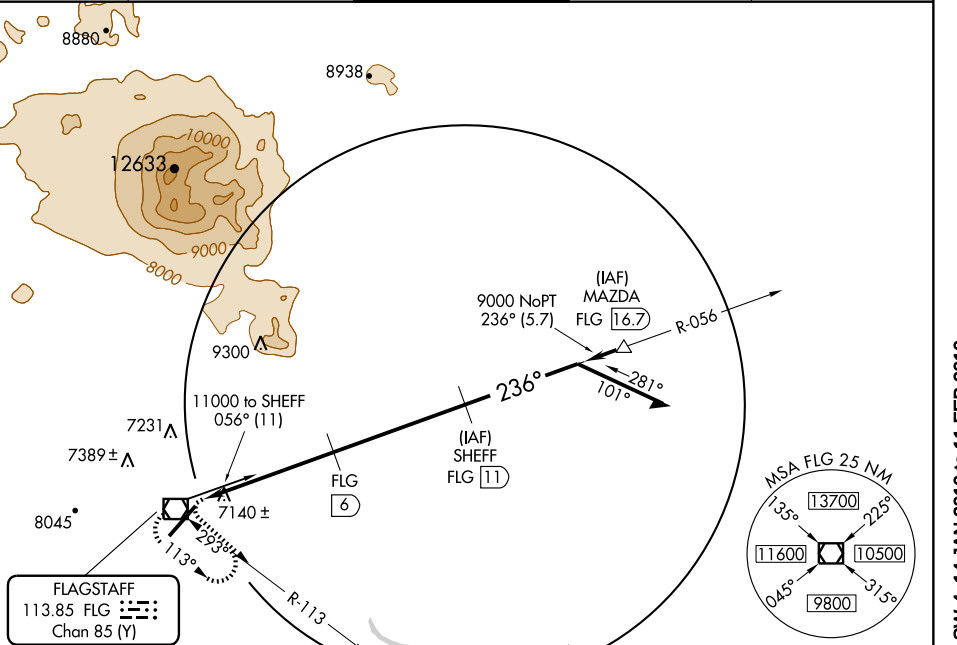
10500	WELAT	162° trk	SECOK	043° trk	TAWNE	Procedure Turn NA
CATEGORY	A	B	C	D		
LPV DA	7303-1 300 (300-1)					



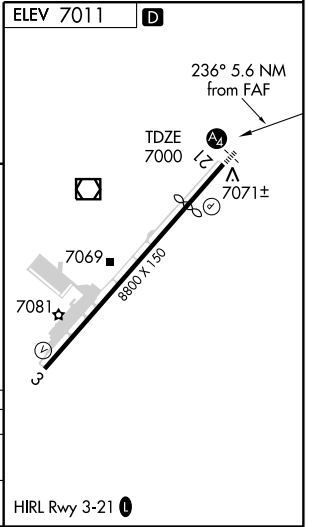
VOR/DME FLG	APP CRS	Rwy Idg	7000
113.85	236°	TDZE	7000
Chan 85 (Y)		Apt Elev	7011

▼ Inoperative table does not apply.	MALS	MISSED APPROACH: Climbing left turn to 9000 via FLG R-113, reverse course climbing to 11000 direct to FLG VOR/DME and hold.
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ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-21	7800-1 800 (800-1)	7800-1¼ 800 (800-1¼)	7800-2¼ 800 (800-2¼)	7800-2½ 800 (800-2½)
CIRCLING	7800-1 789 (800-1)	7800-1¼ 789 (800-1¼)	7800-2 ¼ 789 (800-2¼)	7800-2 ½ 789 (800-2½)



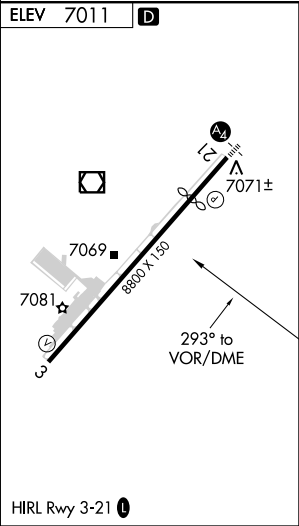
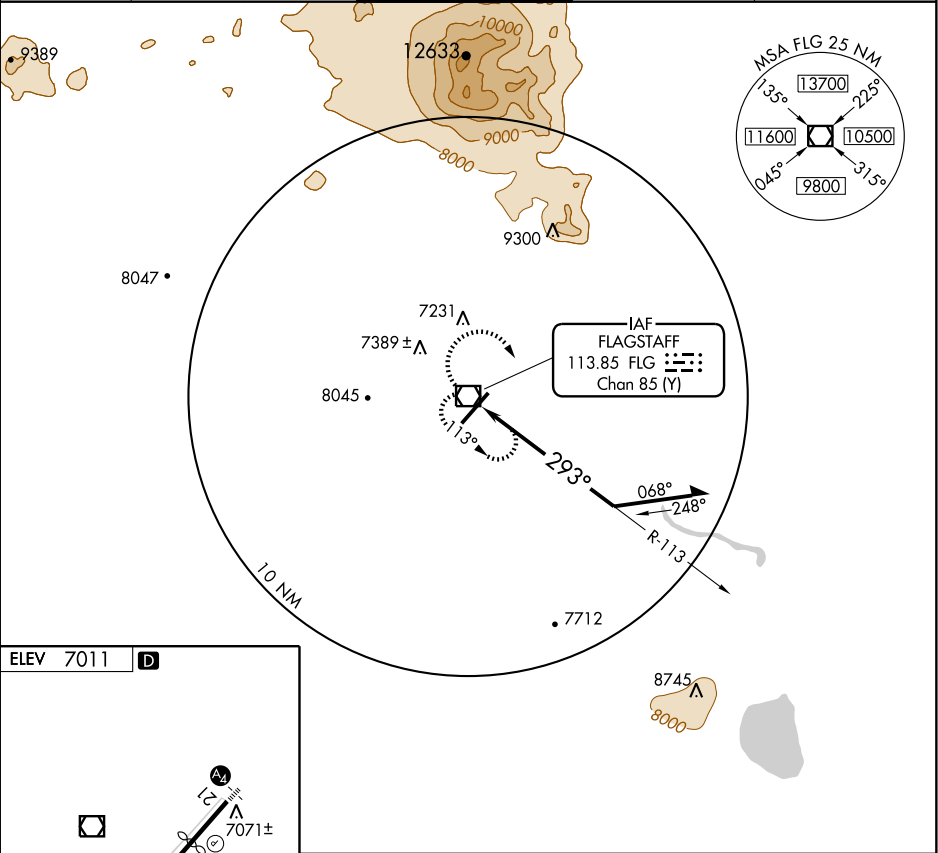
VOR/DME FLG	APP CRS	Rwy Idg	N/A
113.85	293°	TDZE	N/A
Chan 85 (Y)		Apt Elev	7011

VOR or GPS-A
FLAGSTAFF PULLIAM (FLG)



MISSED APPROACH: Climbing right turn to 9000 via
FLG R-113 reverse course climbing to 11000 direct to
FLG VOR/DME and hold.

ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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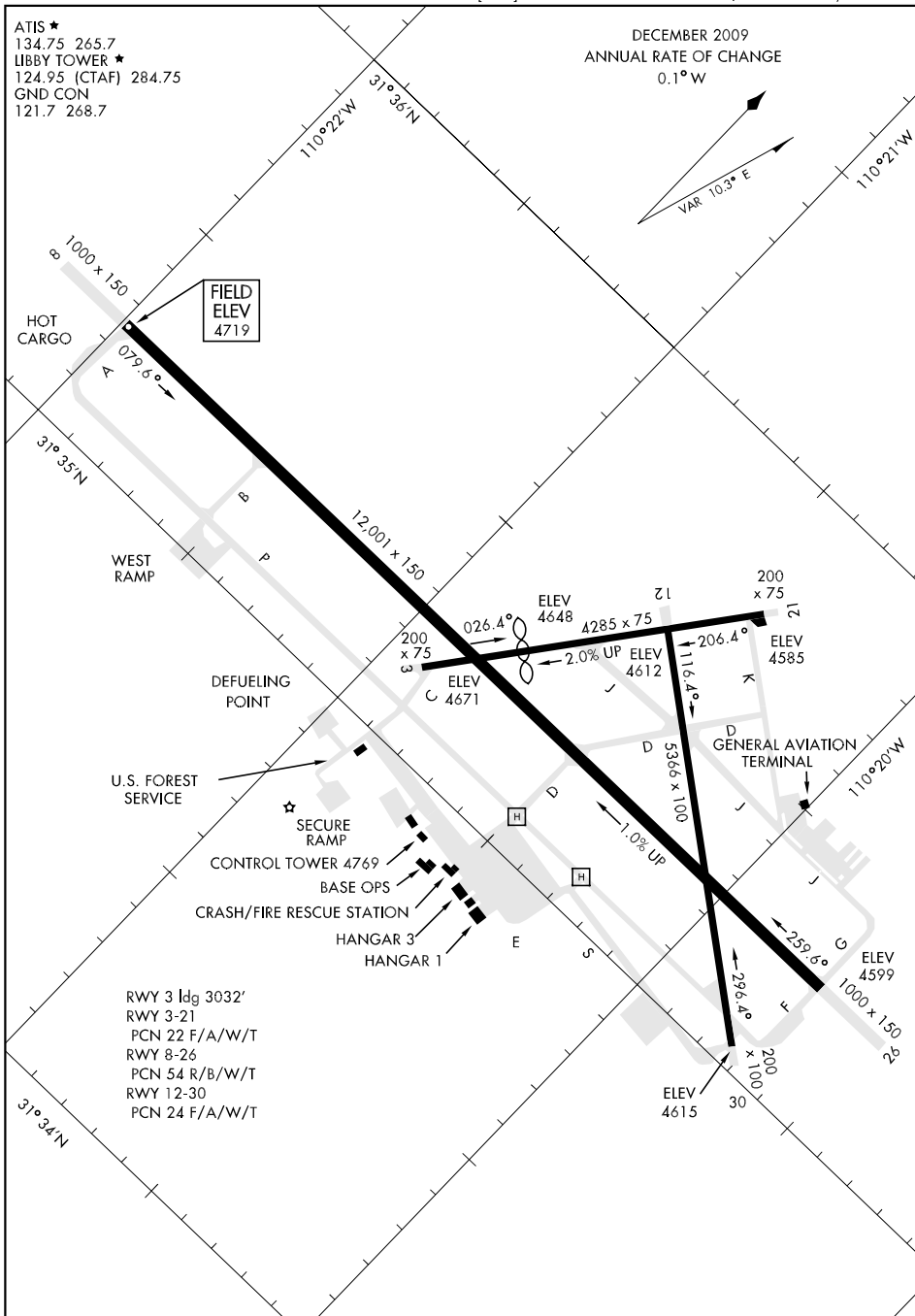


9000 FLG R-113	REVERSE COURSE	11000 FLG 113.85	VOR/DME* 113° 293° 9200	Remain within 10 NM
* Maintain 11000 until established outbound to procedure turn.				
CATEGORY	A	B	C	D
CIRCLING	7700-1 688 (700-1)		7700-2 688 (700-2)	7700-2¼ 688 (700-2¼)

ATIS ★
134.75 265.7
LIBBY TOWER ★
124.95 (CTAF) 284.75
GND CON
121.7 268.7

DECEMBER 2009
ANNUAL RATE OF CHANGE
0.1° W

SW-4, 14 JAN 2010 to 11 FEB 2010



LOC I-FHU	APP CRS	Rwy Idg	12001
109.9	257°	TDZE	4629
		Apt Elev	4719

FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

ILS or LOC RWY 26



Circling not authorized south of Rwy 8 and 30.

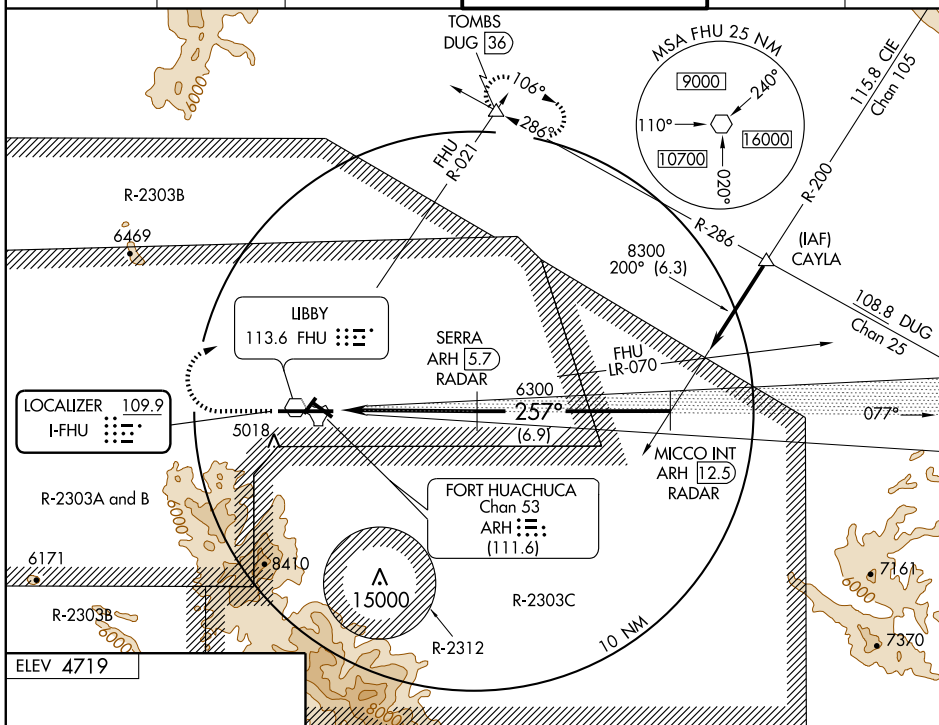
MISSED APPROACH: Climb to 5300, then climbing right turn to 9500 via FHU R-021 to TOMBS and hold.

ASR/PAR

ATIS
134.75 265.7

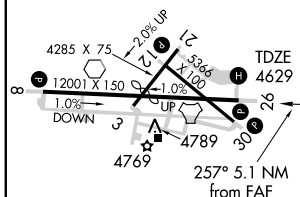
ASOS
119.675LIBBY AAF GCA★
127.05 254.35LIBBY TOWER★
124.95 (CTAF) 284.75

GND CON
121.7 268.7

UNICOM
122.95

SW-4. 14 JAN 2010 to 11 FEB 2010

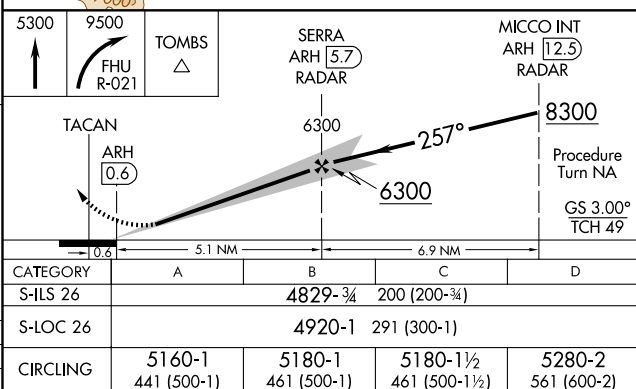
RADAR or DME REQUIRED

HIRL Rwy 8-26 **L**

MIRL Rwy 3-21 and 12-30 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



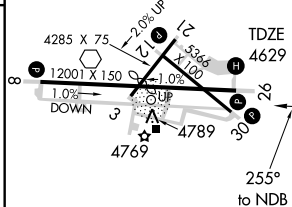
MISSED APPROACH: Climbing right turn to 9500 via DAO NDB
018° bearing to TOMBS Int/DUG 36 DME and hold.

ASR/PAR

124.95 (CTAF) 284.75

121.7 268.7

122.95

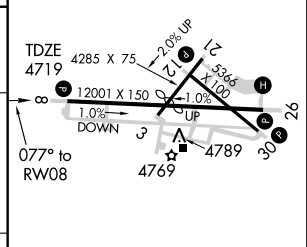
LIBBY AAF GCA★
127.05 254.35

CATEGORY	A	B	C	D
S-26	5300-1	671 (600-1)	5300-2 671 (600-2)	5300-2 ¼ 671 (600-2 ¼)
CIRCLING	5300-1	581 (600-1)	5300-2 581 (600-2)	5300-2 ¼ 581 (600-2 ¼)

MIRL Rwy 3-21 and 12-30 L

FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

MISSED APPROACH: Climb to 9500 direct SERRA and via 351° track to TOMBS and hold.

UNICOM
122.95

HIRL Rwy 8-26 **L**
MIRL Rwy 3-21 and 12-30 **L**

APP CRS
257°

Rwy Idg
12001

TDZE
4629

Apt Elev
4719

RNAV (GPS) RWY 26

FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHTU)

▼

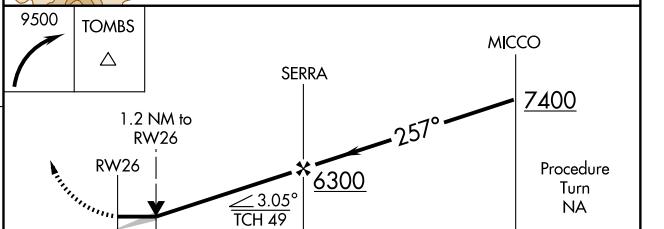
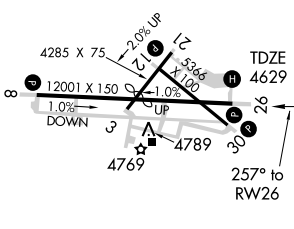
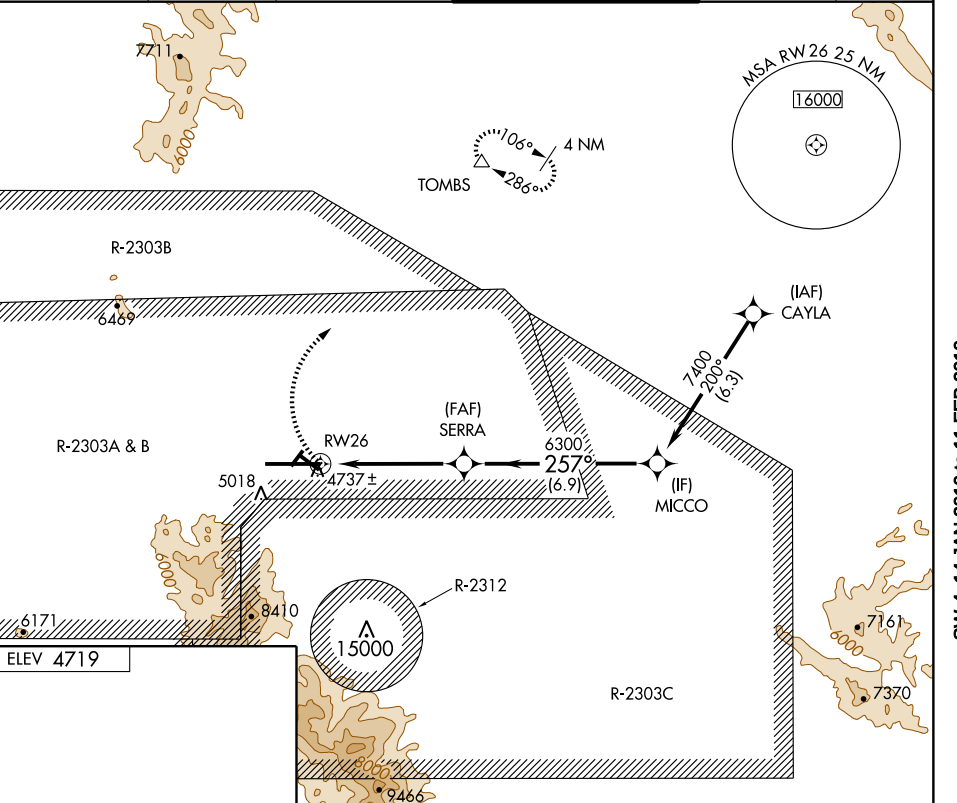
DME/DME RNP-0.3 NA.

ASR/PAR

Circling not authorized south of runways 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 direct TOMBS and hold.

ATIS 134.75 265.7	ASOS 119.675	LIBBY AAF GCA* 127.05 254.35	LIBBY TOWER* 124.95 (CTAF) 284.75	GND CON 121.7 268.7	UNICOM 122.95
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		1.2	3.9 NM	6.9 NM			
	CATEGORY	A	B	C	D		
	LN	NAV	MDA	5040-1	411 (400-1)	5040-1¼	411 (400-1¼)
	CIRCLING	5160-1	5180-1	5180-1½	5280-2		
		441 (500-1)	461 (500-1)	461 (500-1½)	561 (600-2)		

HIRL Rwy 8-26 1

MIRL Rwy 3-21 and 12-30 1

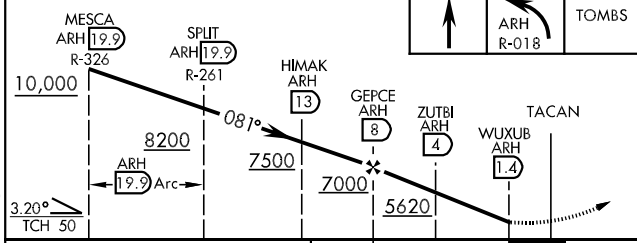
FORT HUACHUCA-SIERRA VISTA/
SIERRA VISTA MUNI-LIBBY AAF (KFHU)

MISSED APPROACH: Climb to 5500 then climbing left turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

AWOS-3
119.675



TOMBS



CATEGORY	A	B	C	D	E
S-8	5260-1	541 (600-1)	5260-1½ 541 (600-1½)	5260-1¾ 541 (600-1¾)	5260-2 541 (600-2)
CIRCLING *	5260-1	541 (600-1)	5260-1½ 541 (600-1½)	5280-2	561 (600-2)

FORT HUACHUCA-SIERRA VISTA/ (KFHU)

Amdt 1A 09351

SIERRA VISTA MUNI-LIBBY AAF

TACAN ARH	APCH CRS	Rwy Idg	12,001
Chan 53	251°	TDZE	4629
		Arpt Elev	4719

AL-5081 [USA]

FORT HUACHUCA-SIERRA VISTA/
SIERRA VISTA MUNI-LIBBY AAF (KFHU)

T * Circling not authorized South of Rwy 8 and 30.

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS ★
134.75 265.7

LIBBY AAF GCA
127.05 254.35

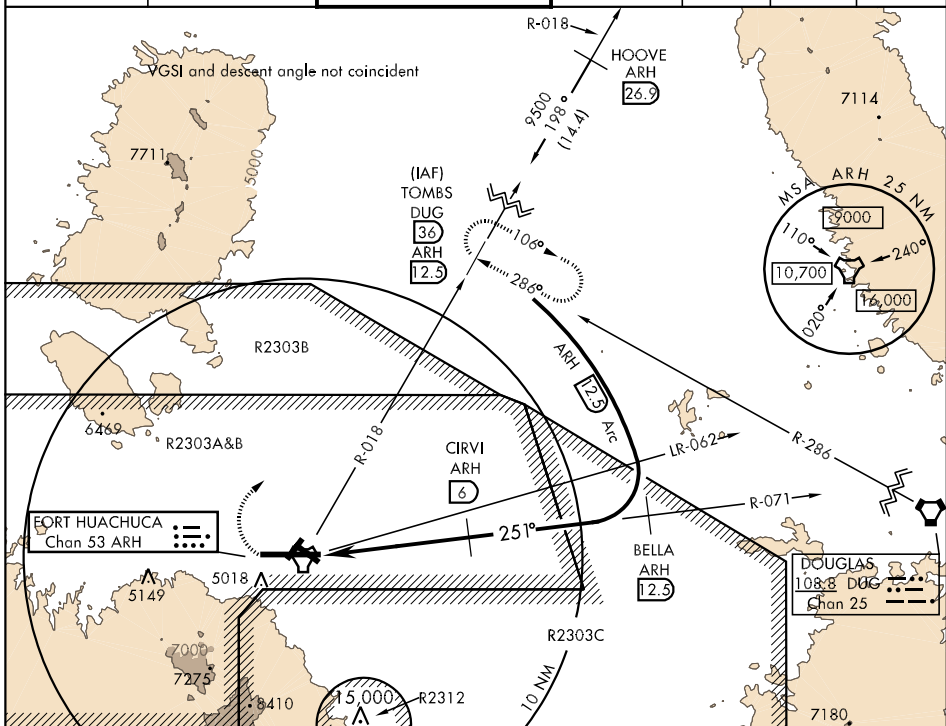
LIBBY TOWER ★
124.95 (CTAF) 0 284.75

GND CON
121.7 268.7

ASR/PAR

UNICOM
122.95

AWOS-3
119.675



ELEV 4719	Rwy 3 Idg 3032'
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5300 ↑	9500 ↘ ARH R-018	TOMBS
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MIRL Rwy 3-21 **L**
HIRL Rwy 8-26 **L**
MIRL Rwy 12-30 **L**

CATEGORY	A	B	C	D	E
S-26	5100-1 471 (500-1)		5100-1¼ 471 (500-1¼)	5100-1½ 471 (500-1½)	5100-1¾ 471 (500-1¾)
CIRCLING *	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-½)	5280-2 561 (600-2)	

FORT HUACHUCA/SIERRA VISTA, ARIZONA

31° 35'N-110° 21'W

FORT HUACHUCA-SIERRA VISTA/ (KFHU)
SIERRA VISTA MUNI-LIBBY AAF

VOR FHU 113.6	APP CRS 259°	Rwy Idg TDZE Apt Elev	12001 4629 4719
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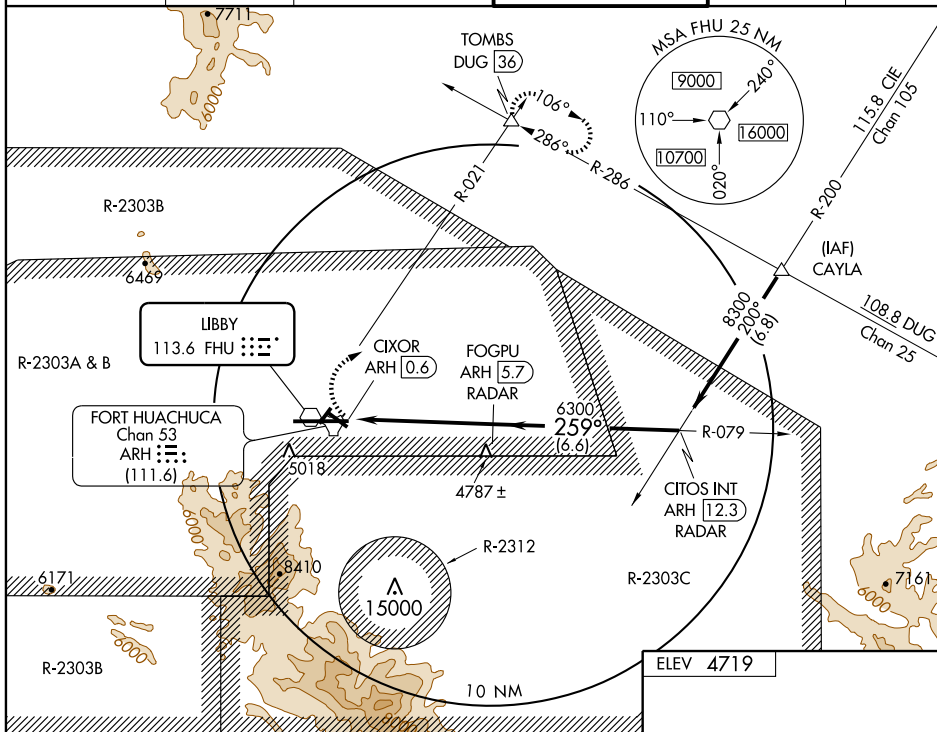
VOR RWY 26
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

VOR RWY 26

T
A Circling not authorized south of Rwys 8 and 30.
ASR/PAR

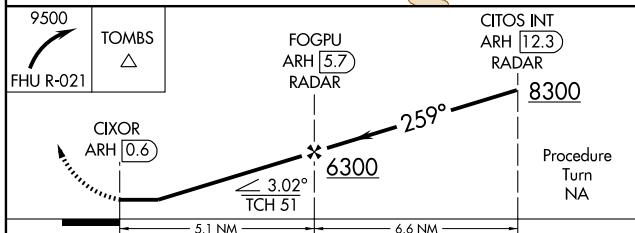
MISSED APPROACH: Climbing right turn to 9500 via FHU R-02 to TOMBS Int/DUG 36 DME and hold.

ATIS	ASOS	LIBBY AAF GCA [★]	LIBBY TOWER [★]	GND CON	UNICOM
134.75 265.7	119.675	127.05 254.35	124.95 (CTAF) 0 284.75	121.7 268.7	122.95

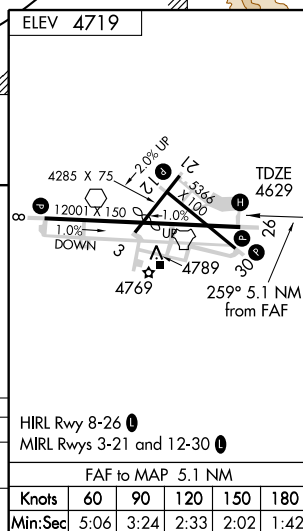


SW-4. 14 JAN 2010 to 11 FEB 2010

RADAR or DME REQUIRED



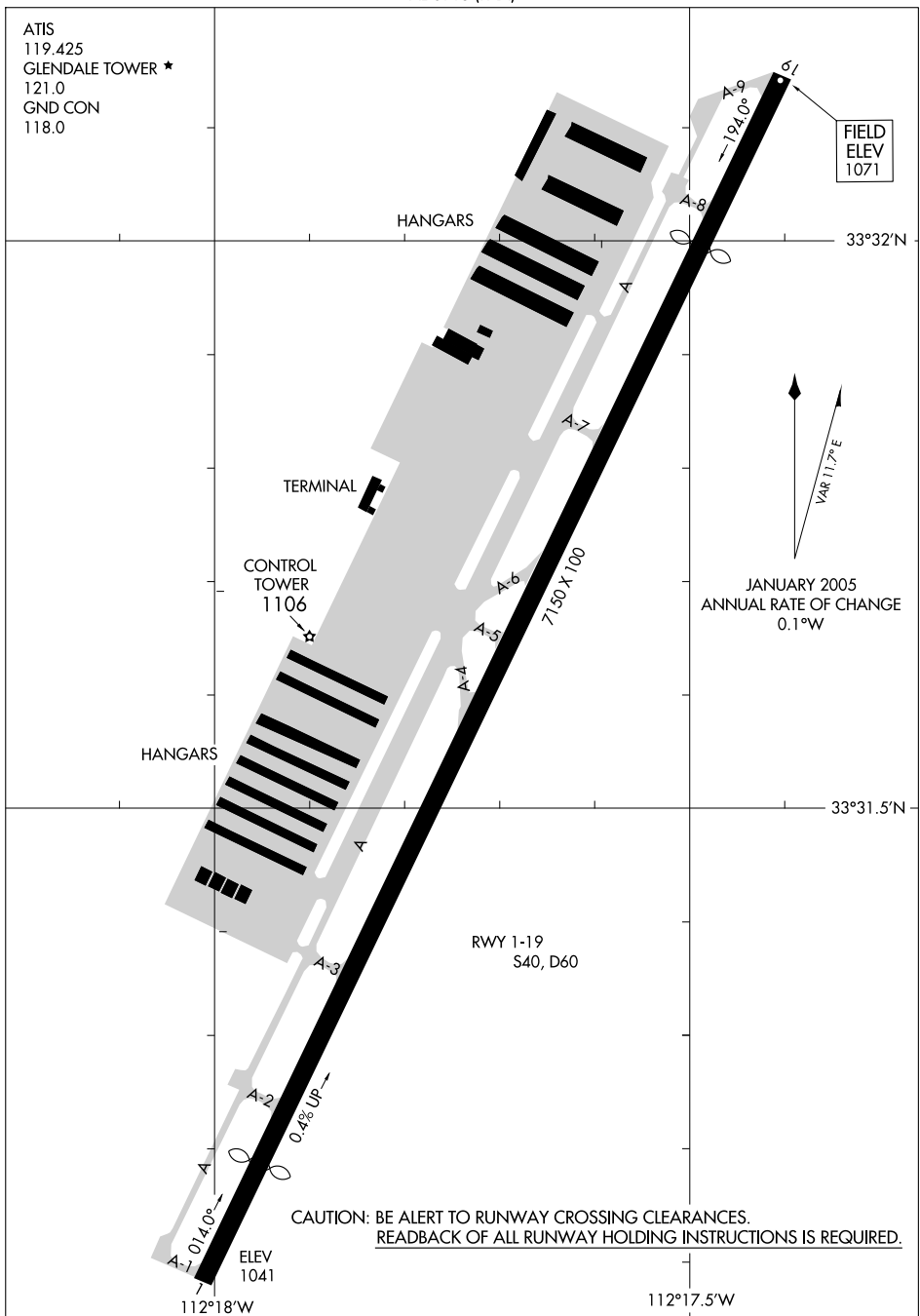
CATEGORY	A	B	C	D
S-26	5140-1	511 (500-1)	5140-1½	511 (500-1½)
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)



AIRPORT DIAGRAM

AL-6915 (FAA)

GLENDALE MUNI (GEU)
GLENDALE, ARIZONA



(DRAKE1.DRAKE) 08325 SL-6915 (FAA)
DRAKE ONE DEPARTURE (RNAV) (OBSTACLE)

GLENDALE MUNI(GEUT)
GLENDALE, ARIZONA

ATIS 119.425
LUKE DEP CON ★
118.15 363.12
PHOENIX DEP CON
120.7 239.0
GLENDALE TOWER ★
121.0 (CTAF)
UNICOM 122.95

DRAKE
DRK
350°
(25)

KARLO
10000

TAKE-OFF MINIMUMS

Rwy 19: NA-ATC.
Rwy 1: Standard, with minimum
climb of 400 feet per NM to KUWSO.

NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Obstruction light on blast fence.
Multiple lights/poles, buildings, trees
and vehicle on roads beginning 4 feet
from DER, out to 680 feet from DER,
634 feet right of centerline to 437 feet
left of centerline, up to 79 feet AGL/
1144 MSL.

324°
(41)

A-231

PODRY

WATEG

KUWSO

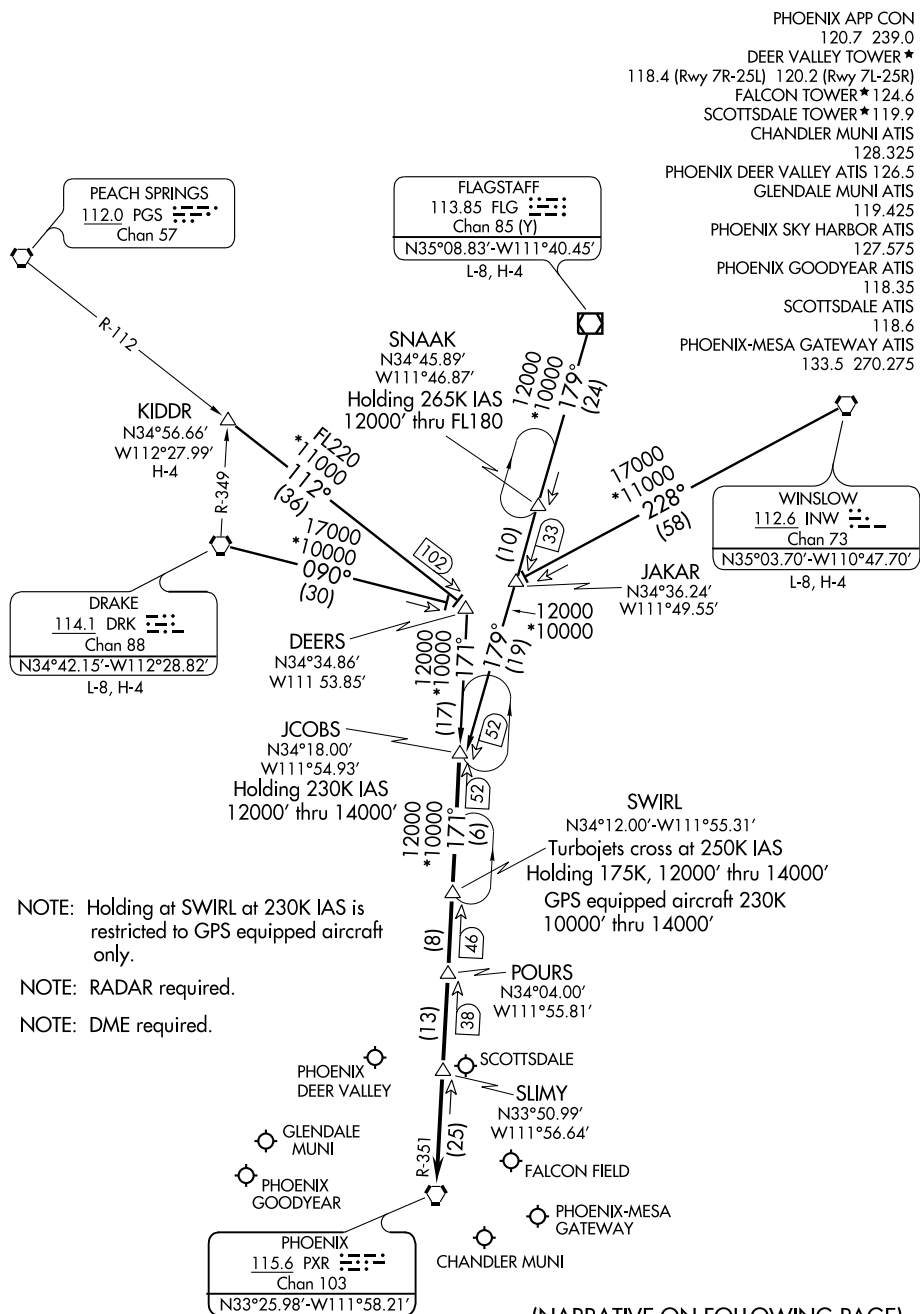
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climb direct KUWSO, then via depicted route to cross KARLO
at or above 10,000.

JCOPS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

WAAS CH 90306 W01A	APP CRS 014°	Rwy Idg TDZE 1049 Apt Elev 1071
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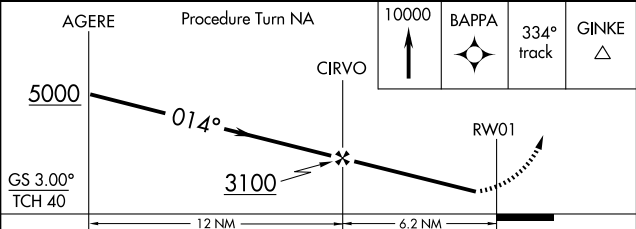
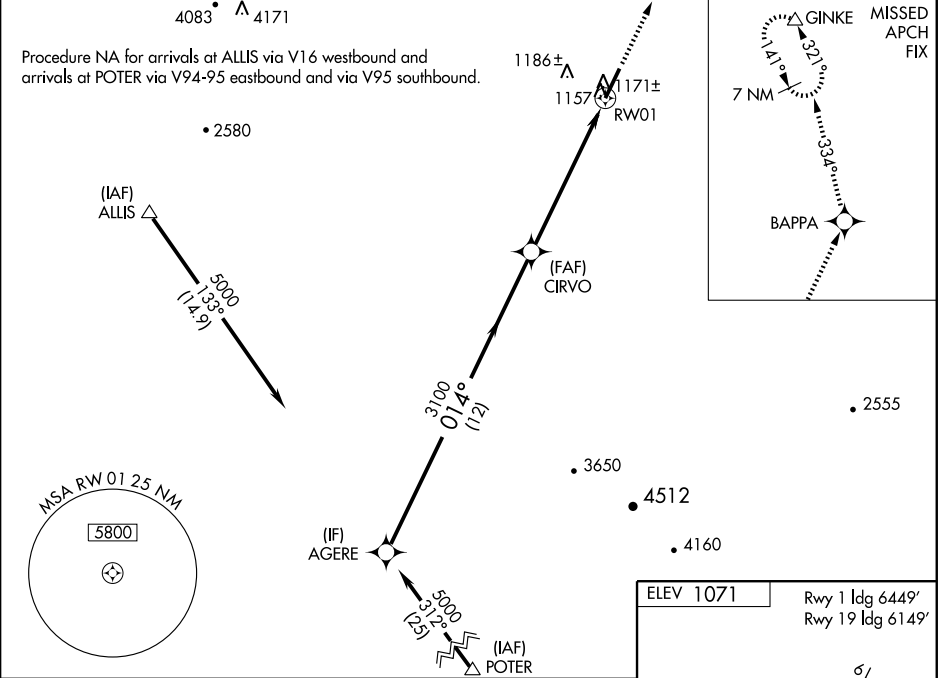
RNAV (GPS) RWY 1

GLENDALE MUNI (GETU)

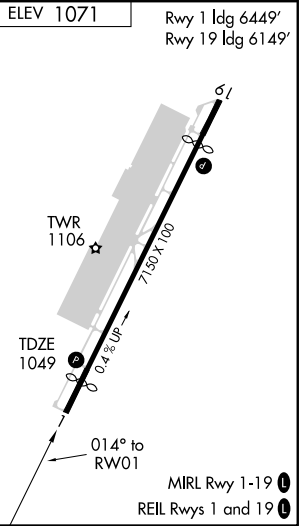
⚠ Circling not authorized west of Rwy 1-19. DME/DME RNP- 0.3 NA. Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (117°F). When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV all Cats visibility 1/4 mile and LNAV Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 10000 direct BAPPA and via 334° track to GINKE and hold, continue climb-in-hold to 10000.

ATIS 119.425	LUKE APP CON ★ 118.15 363.12	GLENDALE TOWER ★ 121.0 (CTAF) 0	GND CON 118.0	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1378-1¼ 329 (400-1¼)			
LNAV/VNAV DA	1457-1½ 408 (400-1½)			
LNAV MDA	1440-1 391 (400-1)			1440-1¼ 391 (400-1¼)
CIRCLING	1460-1 389 (400-1)	1540-1 469 (500-1)	1540-1½ 469 (500-1½)	1640-2 569 (600-2)



WAAS CH 87004 W19A	APP CRS 194°	Rwy ldg TDZE 6149 1065 Apt Elev 1071
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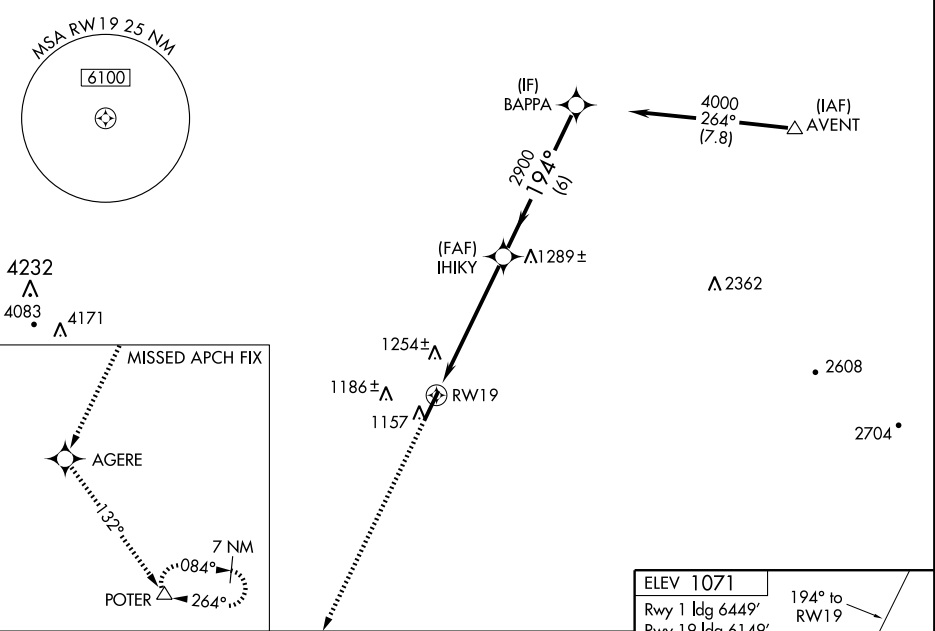
RNAV (GPS) RWY 19

GLENDALE MUNI (GEU)

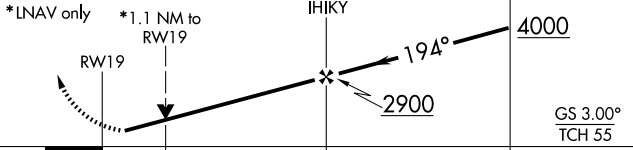
⚠ Circling not authorized west of Rwy 1-19. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 5000 direct AGERE then climb to 8000 via 132° track to POTER and hold.

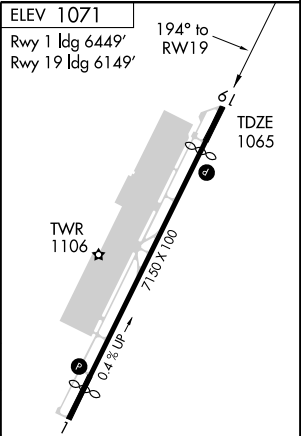
ATIS 119.425	LUKE APP CON★ 118.15 363.12	GLENDALE TOWER★ 121.0 (CTAF) 📶	GND CON 118.0	UNICOM 122.95
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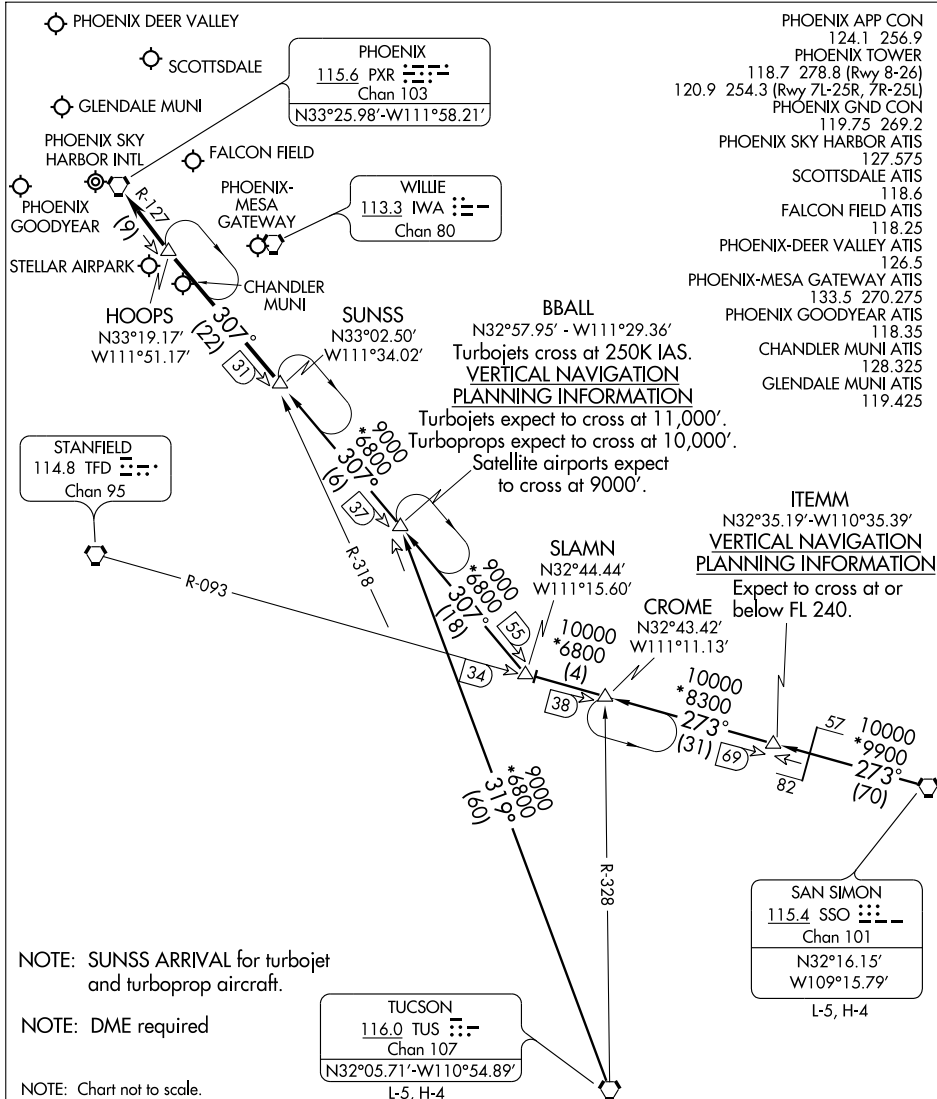
5000 ↑	AGERE ✧	8000 ↑	POTER △	VGSI and RNAV glidepath not coincident.	BAPPA Procedure Turn NA
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CATEGORY	A	B	C	D
LPV DA	1339-1 274 (300-1)			
LNAV/ DA VNAV	1572-1¾ 507 (600-1¾)			
LNAV MDA	1540-1 475 (500-1)	1540-1¼ 475 (500-1¼)	1540-1½ 475 (500-1½)	
CIRCLING	1540-1 469 (500-1)	1540-1½ 469 (500-1½)	1540-2 569 (600-2)	



MRL Rwy 1-19 **📶**
 REIL Rws 1 and 19 **📶**



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

AIRPORT DIAGRAM

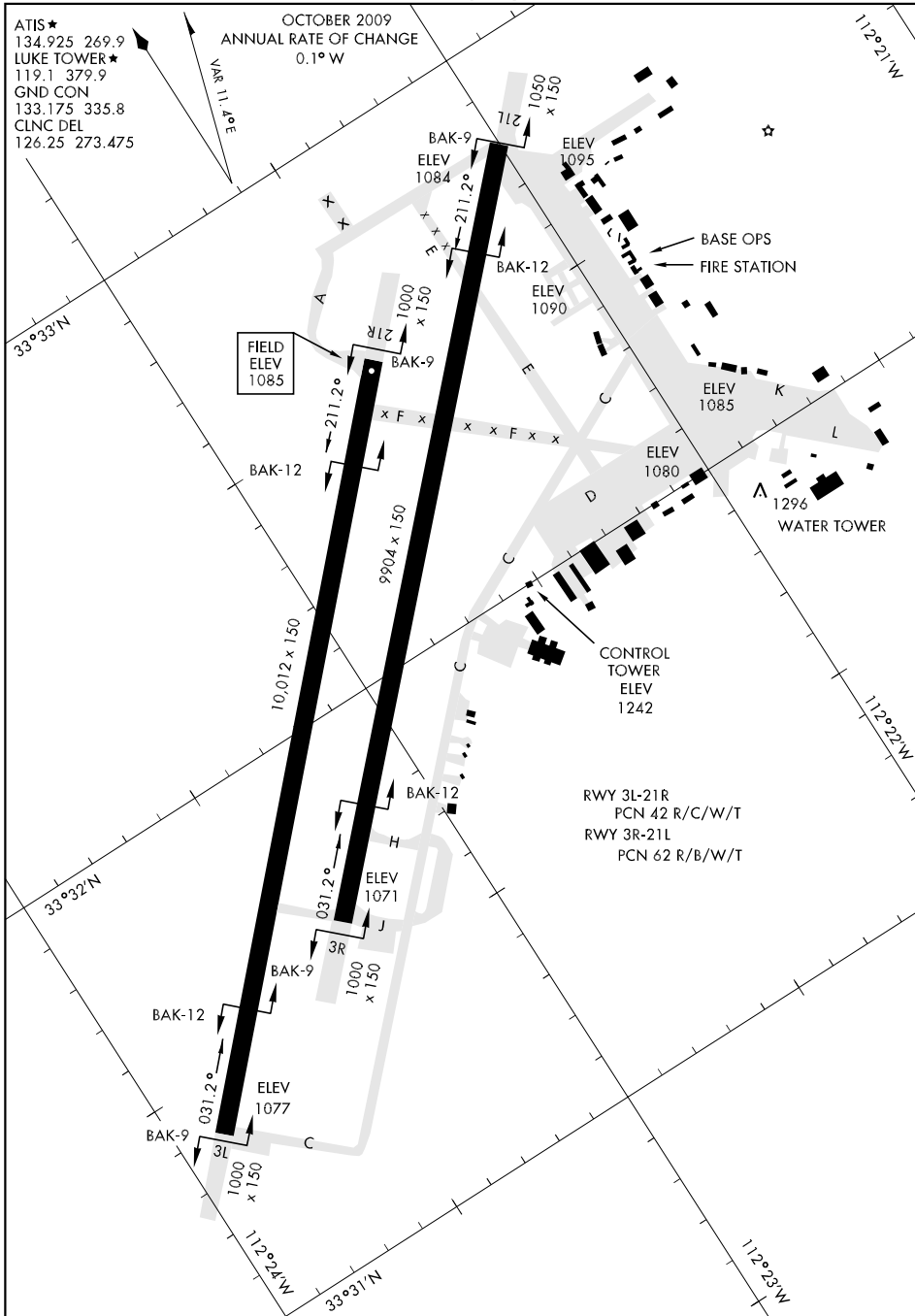
AFD-321 [USAF]

GLENDALE, ARIZONA

ATIS★
134.925 269.9
LUKE TOWER★
119.1 379.9
GND CON
133.175 335.8
CLNC DEL
126.25 273.475

OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W

VAR 11.4°E



SW-4, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

GLENDALE, ARIZONA

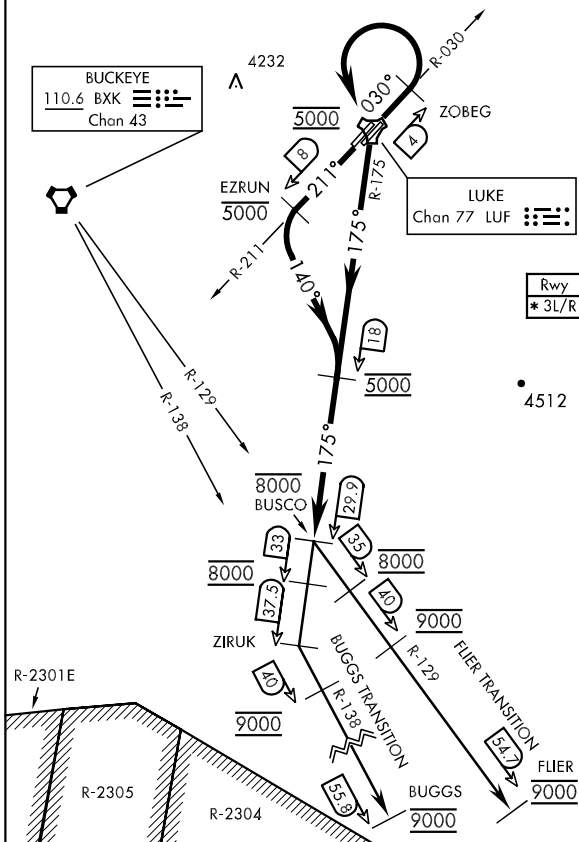
ATIS ★ 134.925 269.9
 CLNC DEL
 126.25 273.475
 GND CON
 133.175 335.8
 LUKE TOWER ★
 119.1 379.9
 LUKE DEP CON
 125.45 263.125

BUCKEYE
 110.6 BKK
 Chan 43

LUKE
 Chan 77 LUF

Rwy	Knots	120	180	240	300	360
* 3L/R	V/V(fpm)	740	1110	1480	1850	2220

* Minimum Climb Rate to 5000



CAUTION:
 Aircraft exiting BUGGS at 8000.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb tracking 030°. Abeam ZOBEG (LUF TACAN R-030/4 DME) turn left direct LUF. Cross LUF at 5000 and proceed outbound via LUF R-175 to 29.9 DME (BUSCO), cross LUF 18 DME at 5000, cross BUSCO at or below 8000 (or as assigned by ATC). Then via assigned route/transition.

TAKE-OFF RWY 21L/R: Climb tracking 211°. Abeam EZRUN (LUF TACAN R-211/8 DME) turn left heading 140° to intercept and proceed via LUF R-175 to 29.9 DME (BUSCO). Cross abeam EZRUN at or below 5000, cross LUF 18 DME at 5000, cross BUSCO at or below 8000, (or as assigned by ATC). Then via assigned route/transition.

BUGGS TRANSITION (BUSCO9•BUGGS): Proceed via LUF R-175 to 37.5 DME (ZIRUK). Intercept and proceed via BKK VORTAC R-138 to 55.8 DME (BUGGS). Cross LUF R-175/33 DME at 8000, cross BKK R-138/40 DME at 9000, cross BUGGS at and maintain 9000 (or as assigned by ATC). CAUTION: Aircraft exiting BUGGS at 8000.

FLIER TRANSITION (BUSCO9•FLIER): Intercept and proceed via the BKK VORTAC R-129 to 54.7 DME (FLIER). Cross BKK 35 DME at 8000, cross BKK 40 DME at 9000, cross FLIER at and maintain 9000 (or as assigned by ATC)

LOC I-LUF
108.7

APCH CRS
030°

Rwy Idg	9904
TDZE	1074
Arpt Elev	1085

9904

1074

1085

JAL-321 [USAF]

LUKE AFB (KLUF)

- T** * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT CD RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT E vis to $1\frac{1}{2}$ miles.



MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

ATIS ★
134.925 269.9

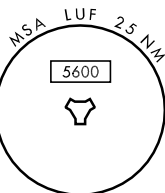
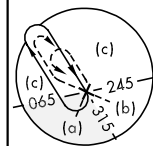
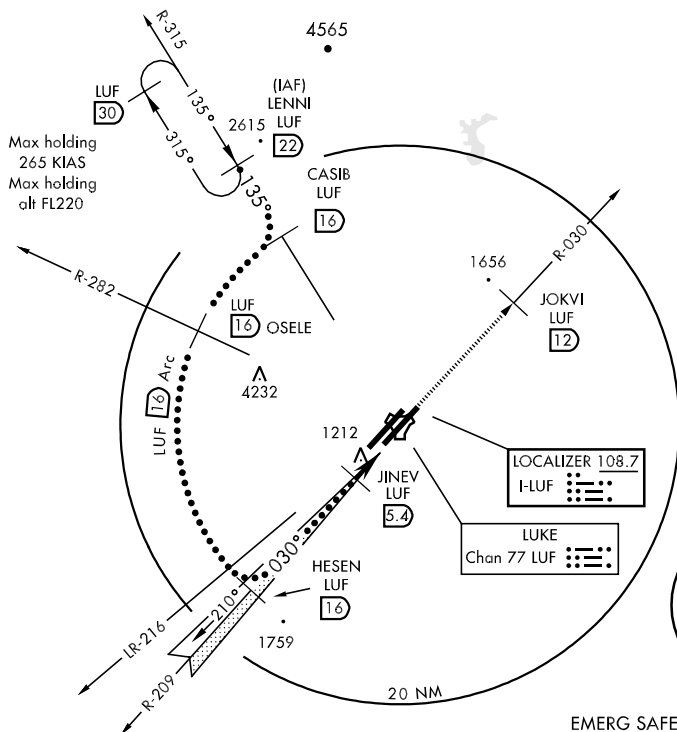
LUKE APP CON
118.15 363.12

LUKE TOWER ★
119.1 379.9

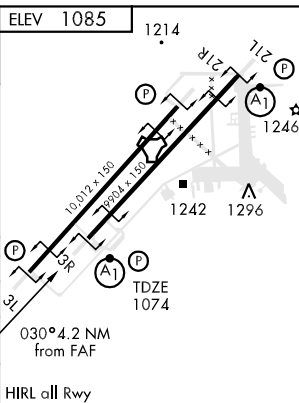
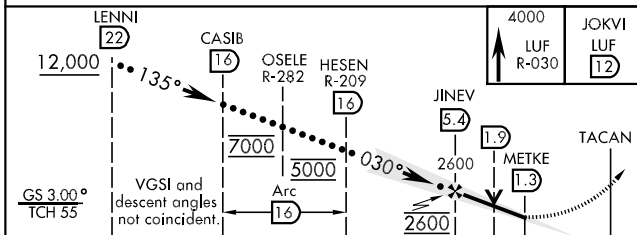
GND CON
133.175 335.8

CLNC DEL
126.25 273.475

*** Circling not authorized E of Rwy 3R-21L.



EMERG SAFE ALT 100 NM 16.200



CATEGORY	C	D	4.1 NM	0.5 NM	E
S-ILS 3R *	1274/24	200	(200-½)		
S-LOC/ DME 3R **	1480/40	406 (400-¾)		1480/50 406 (400-1)	
CIRCLING ***	1560-1½ 475 (500-1½)	1640-2 555 (600-2)		NOT AUTHORIZED	

GLENDAL, ARIZONA

33°32'N-112°23'W

LUKE AFB (KLUF)

Amdt 3 09239

LH 116 LOG/DME DMAX 05

LOC I-EMJ
110.9

APCH CRS
210°

Rwy Idg	9904
TDZE	1084
Arpt Elev	1085

JAL-321 [USAF]

LUKE AFB (KLUF)



* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ miles.



MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 at CESAT (LUF R-210/19 DME). Ctc LUKE APP CON.

ATIS ★
134.925 2

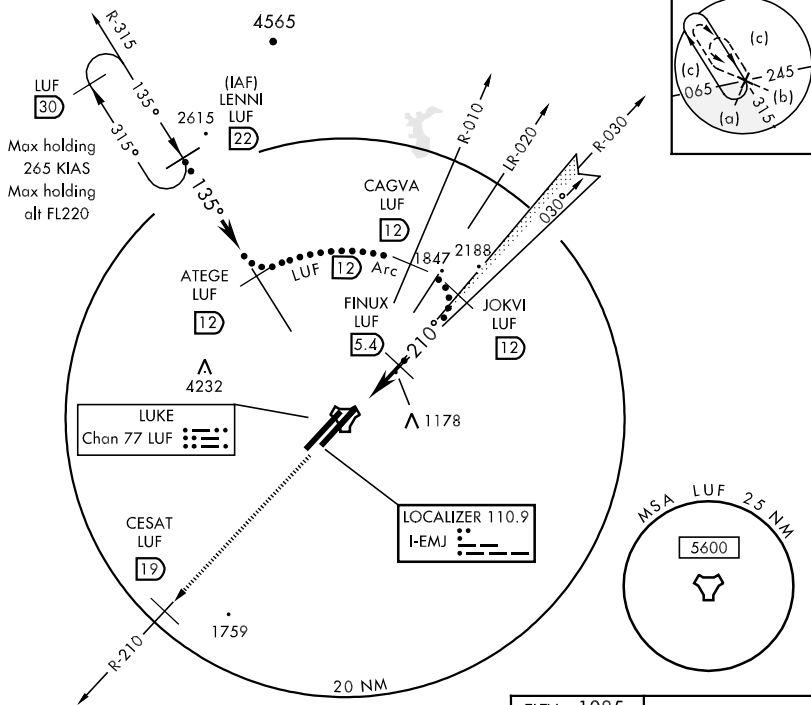
LUKE APP CON
118.15 363.12

LUKE TOWER ★
119.1 379.9

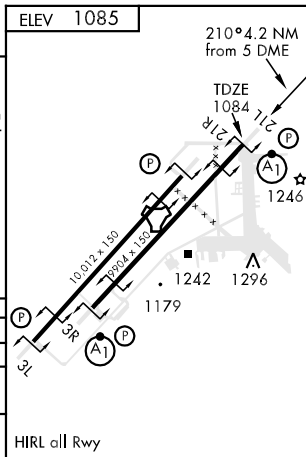
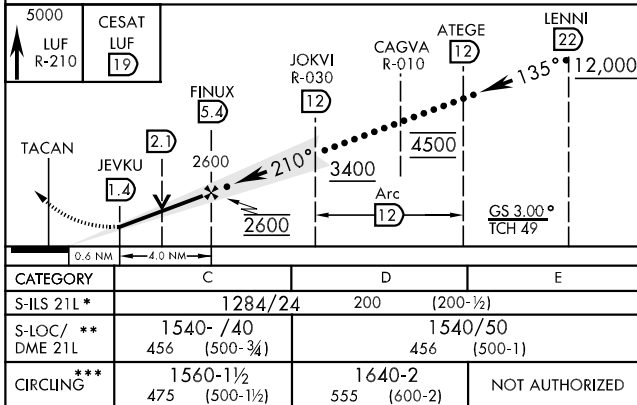
GND CON
133.175 335.8

CLNC DEL
126.25 273.475

*** Circling not authorized E of Rwy 3R-21L.



EMERG SAFE ALT 100 NM 16,200



GLENDAL, ARIZONA

33°32'N-112°23'W

LUKE AFB (KLUF)

Amdt 2 09239

LH 46 LOG/DME DIA/011

TACAN LUF Chan 77	APCH CRS 032°	Rwy Idg 10,012 TDZE 1077 Arpt Elev 1085
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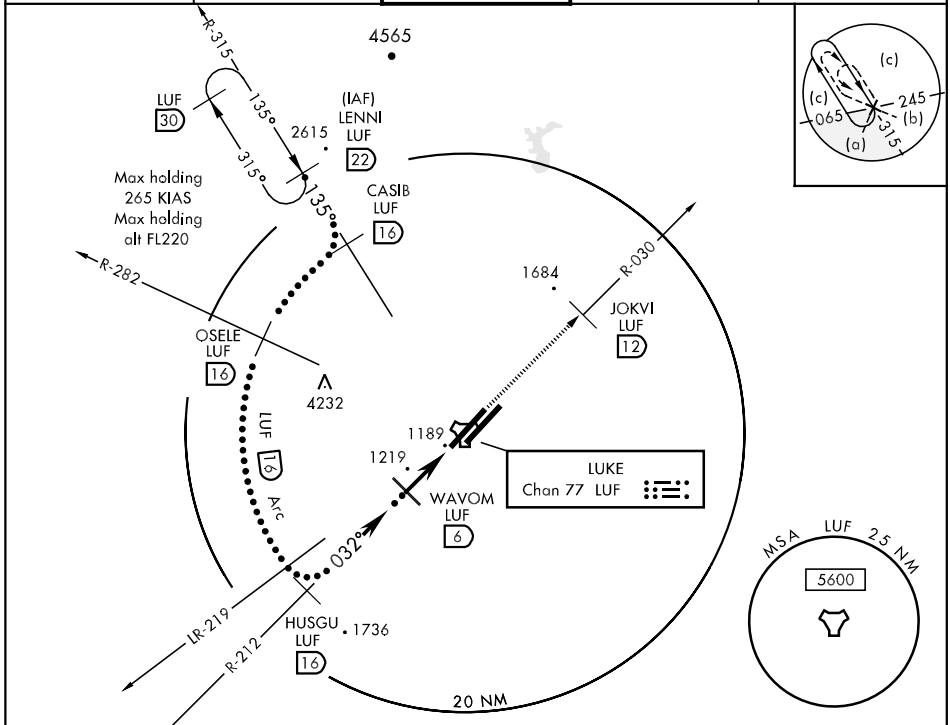
JAL-321 [USAF]

LUKE AFB (KLUF)

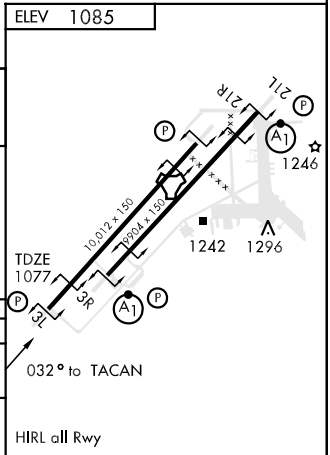
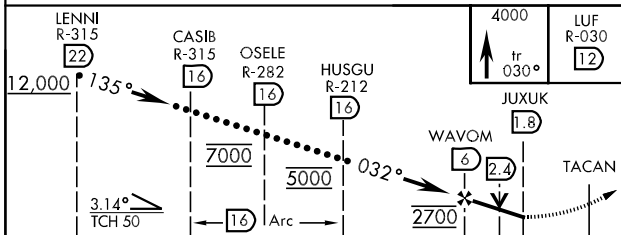
▼ * Circling not authorized E of Rwy 03L-21R.

MISSED APPROACH: Track heading 030° to 4000, intercept LUF R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-3L	1500-1¼ 423 (500-1¼)	1500-1½ 423 (500-1½)	1500-1½ 423 (500-1½)
CIRCLING *	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

TACAN Chan 77	LUF 026°	APCH CRS 026°	Rwy Idg TDZE Arprt Elev	9904 1074 1085
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JAL-321 [USAF]

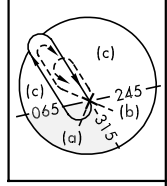
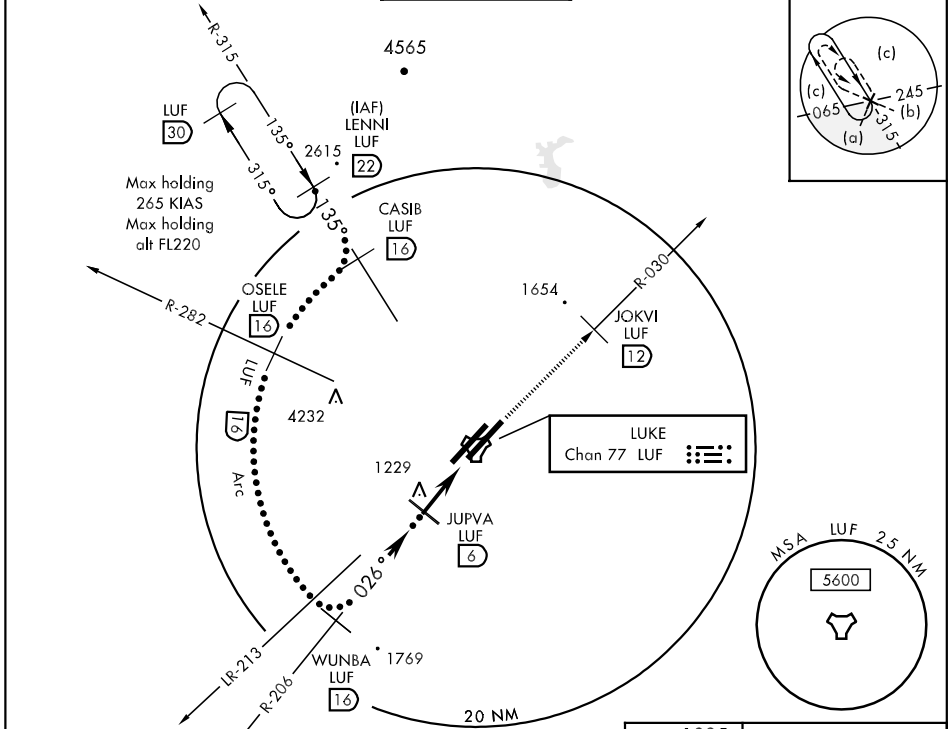
LUKE AFB (KLUF)

▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized E of Rwy 3R-21L.

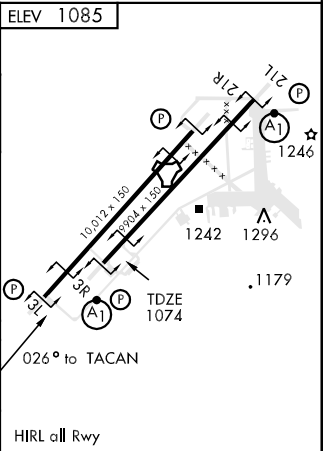
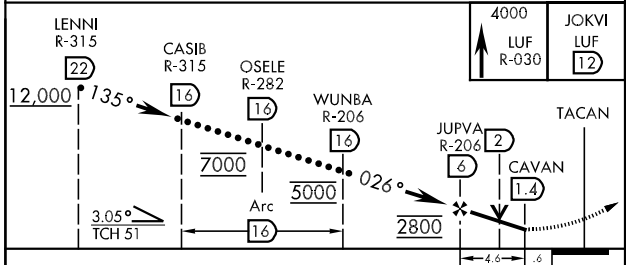


MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Contact Luke APP CON.

ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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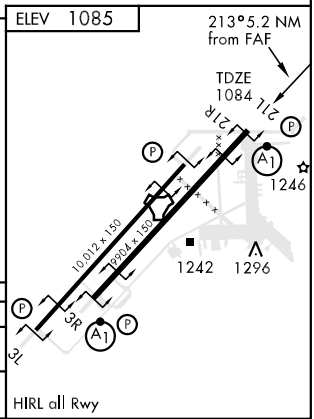
EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-3R *	1500/40	426 (500-¾)	1500/50 426 (500-1)
CIRCLING **	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

HIRL all Rwy

SW-4, 14 JAN 2010 to 11 FEB 2010

SW-4, 14 JAN 2010 to 11 FEB 2010

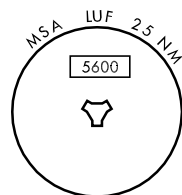
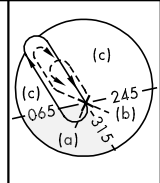
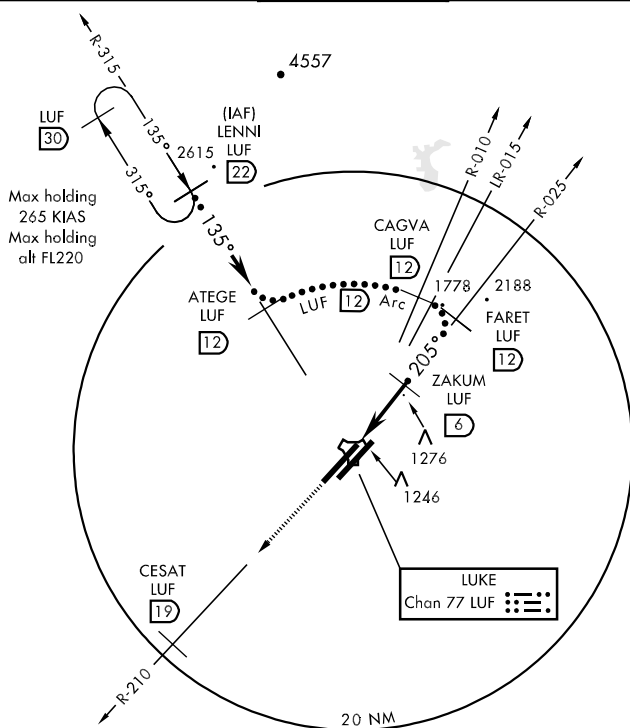
TACAN Chan 77	LUF	APCH CRS 205°	Rwy Idg 10,012 TDZE 1085 Arprt Elev 1085	JAL-321 [USAF]	LUKE AFB (KLUF)
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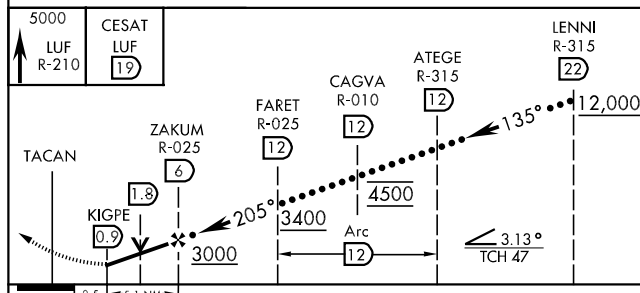
* Circling not authorized E of Rwy 3R-21L.

MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 to CESAT (LUF R-210/19 DME). Contact LUKE APP CON.

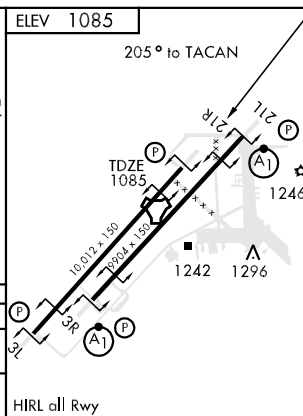
ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-21R	1580-1¼ 495 (500-1¼)	1580-1½ 495 (500-1½)	1580-1¾ 495 (500-1¾)
CIRCLING *	1580-1½ 495 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED



LENNI THREE ARRIVAL

ST-321 (FAA)

LUKE AIR FORCE BASE
GLENDALE, ARIZONA

ALBUQUERQUE CENTER

128.45 289.9
 LUKE RAPCON ★
 118.15 363.12
 LUKE TOWER ★
 119.1 379.9
 ATIS ★
 134.925 269.9
 METRO
 267.4

DRAKE
 114.1 DRK
 Chan 88
 N34°42.15'-W112°28.82'
 L-8, H-4

NOTE: Military Only.

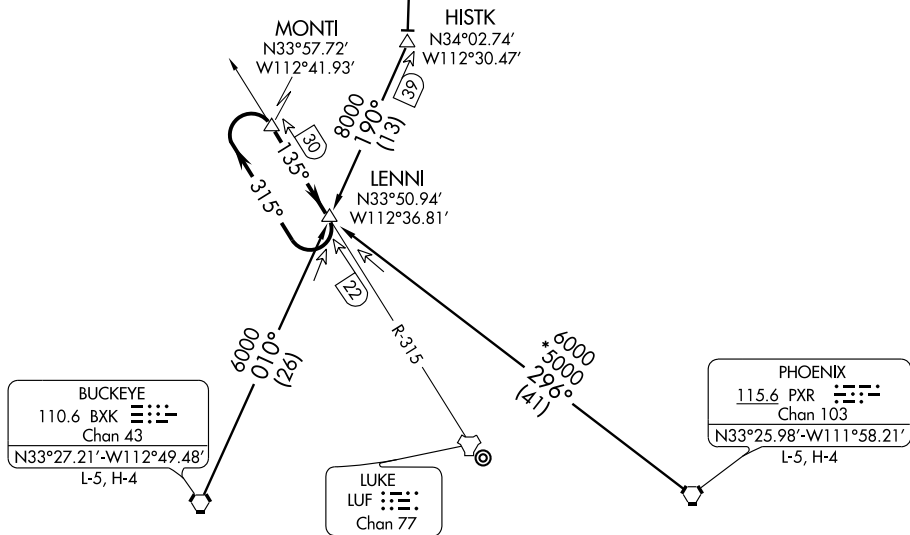
NOTE: DME required.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross LENNI at FL220.

Expect one turn in holding at LENNI.

En-route descent DRAKE TRANSITION only.



NOTE: Chart not to scale.

BUCKEYE TRANSITION (BXX.LENNI3): From over BXX VORTAC via BXX R-010 to LENNI INT. Thence

DRAKE TRANSITION (DRK.LENNI3): From over DRK VORTAC via DRK R-168 and BXX R-010 to LENNI INT. Thence

PHOENIX TRANSITION (PXR.LENNI3): From over PXR VORTAC via PXR R-296 to LENNI INT. Thence

. . . . Expect one turn in holding at LENNI INT followed by HI-TACAN/HI-ILS or LOC/DME to Luke AFB.

LUKE-ONE DEPARTURE (LUKE1•DRK)

LUKE1•DRK (R-168)

ATIS ★ 134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER ★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

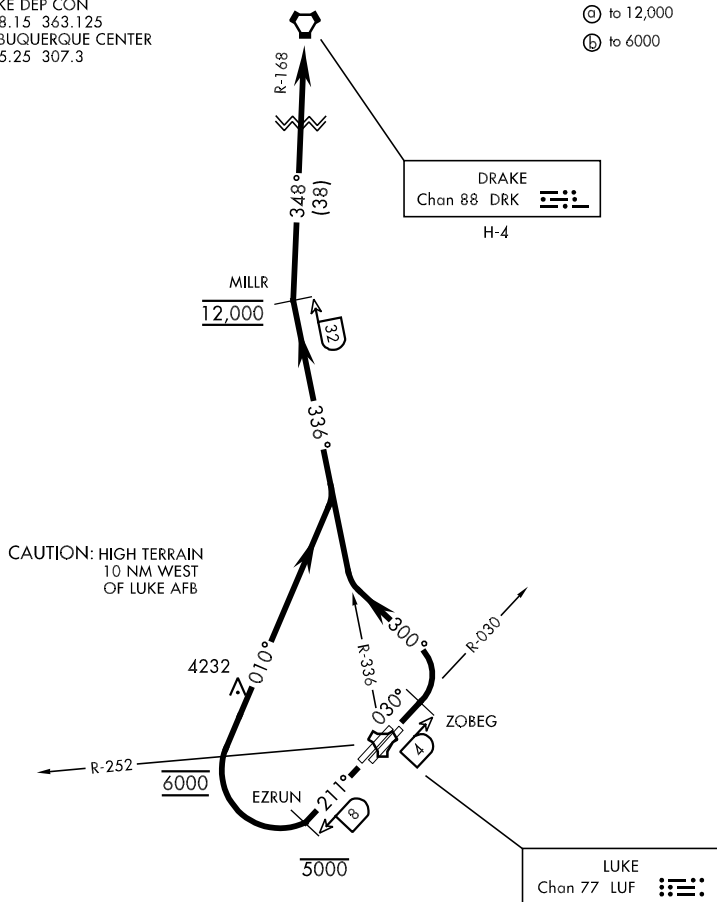
SH-321 [USAF]

Rwy	Knots	120	180	240	300	360
† 3L Ⓞ	V/V(fpm)	670	1000	1340	1670	2000
† 3R Ⓞ	V/V(fpm)	670	1010	1340	1680	2010
* 21L/R Ⓞ	V/V(fpm)	860	1290	1720	2150	2580

* Minimum † ATC Climb Rate

Ⓞ to 12,000

Ⓞ to 6000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb on a track of 030°. Abeam ZOBEG (LUF R-030/04) turn left and track 300° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross MILLR at and maintain 12,000 or as assigned by ATC.

TAKE-OFF RWY 21 L/R: Climb on a track of 211°. Abeam EZRUN (LUF R-211/08) turn right to track 010° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross 8 DME at or below 5000, cross LUF R-252 at 6000, cross MILLR at and maintain 12,000 or as assigned by ATC.

LUKE-ONE DEPARTURE (LUKE1•DRK)

GLENDAL, ARIZONA

SW-4, 14 JAN 2010 to 11 FEB 2010

ATIS ★ 134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER ★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

GLADDEN T
MOA

7918



Minimum Climb Rate

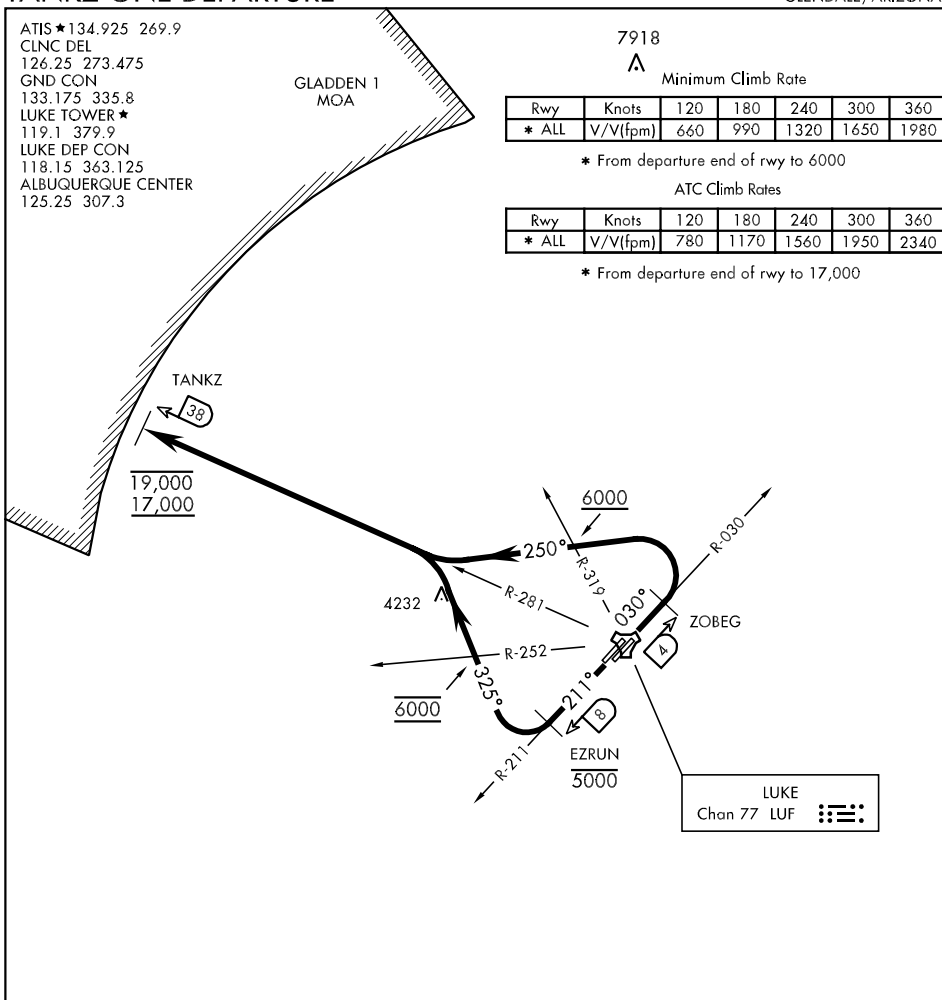
Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	660	990	1320	1650	1980

* From departure end of rwy to 6000

ATC Climb Rates

Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	780	1170	1560	1950	2340

* From departure end of rwy to 17,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb on a track of 030°. Abeam LUF TACAN R-030/04 (ZOBEG) turn left heading 250° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross LUF R-319 at or above 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

TAKE-OFF RWY 21 L/R: Climb on a track of 211°. Abeam LUF TACAN R-211/08 (EZRUN) turn right heading 325° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross 8 DME at or below 5000. Cross LUF R-252 at 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

TIRON-SEVEN DEPARTURE (TIRON7)

SH-321 [USAF]

GLENDALE, ARIZONA

ATIS ★ 134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER ★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

BAGDAD 1
MOA

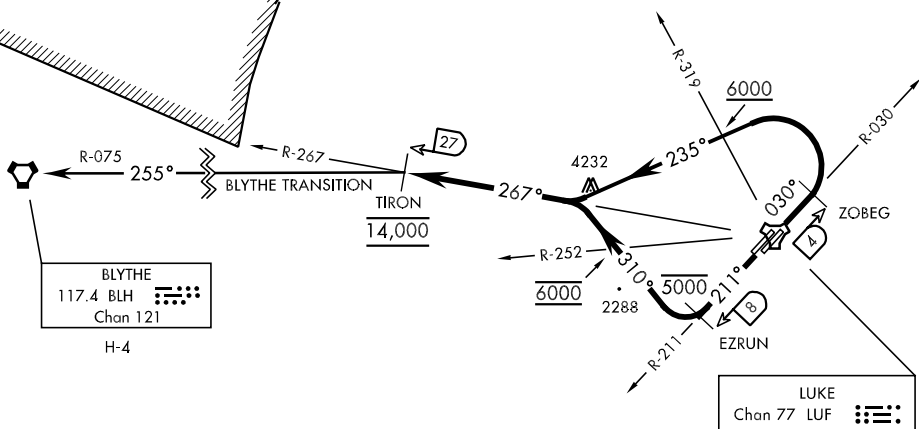
Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	700	1050	1400	1750	2100
21 L/R	V/V(fpm)	640	960	1280	1600	1920

Minimum Climb Rate from DER to 6000.

Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	860	1290	1720	2150	2580
21 L/R	V/V(fpm)	910	1360	1810	2260	2720

ATC Climb Rates from DER to 14,000

GLADDEN 1
MOA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb tracking 030°. Abeam LUF TACAN R-030/04 DME (ZOBEG) turn left heading 235° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross LUF R-319 at or above 6000. Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

TAKE-OFF RWY 21 L/R: Climb tracking 211°. Abeam LUF TACAN R-211/08 DME (EZRUN) turn right heading 310° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross abeam EZRUN at or below 5000. Cross LUF R-252 at 6000, Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

BLYTHE TRANSITION (TIRON7•BLH): Via the BLH VORTAC R-075 to BLH.

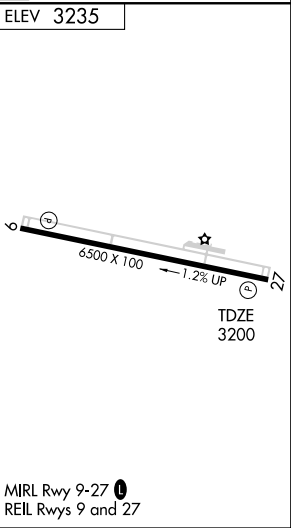
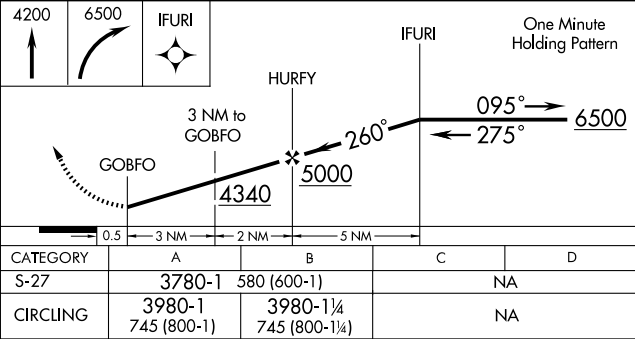
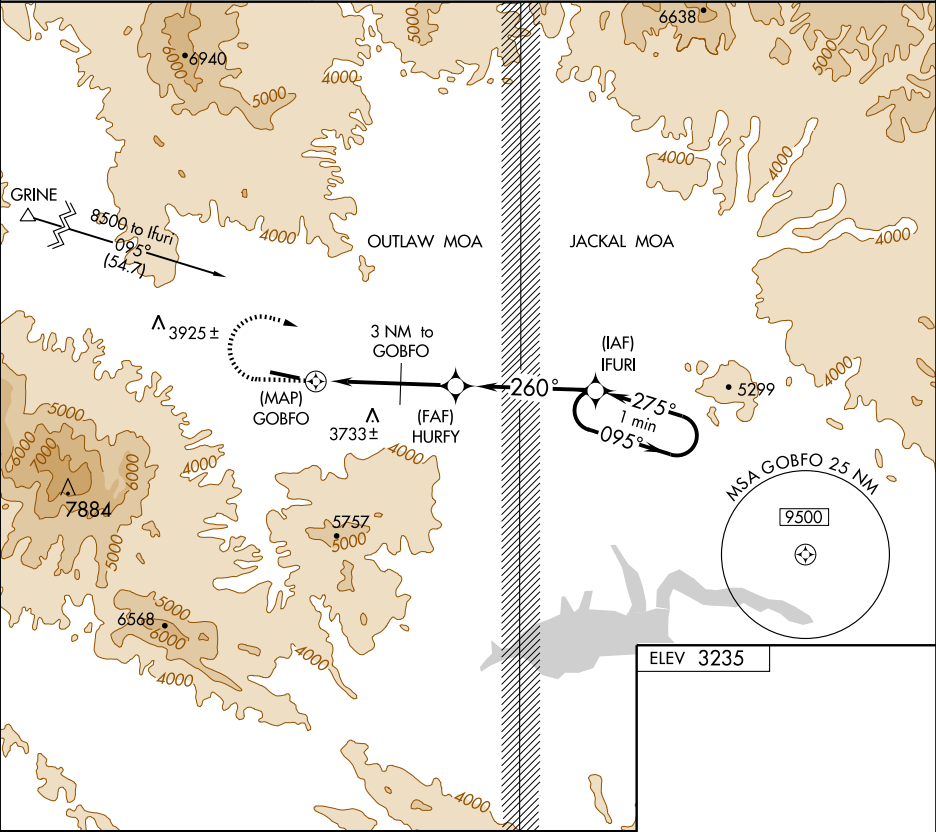
APP CRS	Rwy Idg	6500
260°	TDZE	3200
	Apt Elev	3235

GPS RWY 27

GLOBE/SAN CARLOS APACHE (P13)

NA Obtain local altimeter setting on CTAF; when not received, procedure not authorized.	MISSED APPROACH: Climb to 4200, then climbing right turn to 6500 direct IFURI WP and hold.
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AWOS-3 120.075	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.8 (CTAF) 0
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IZTIR TWO DEPARTURE (RNAV) (OBSTACLE)

ALBUQUERQUE CENTER

125.4 269.3

PRESCOTT RADIO

122.4

△
SALTSTAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 409' per NM to 6900.

Rwy 27: Standard with minimum climb of 370' per NM to 5500.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Numerous trees beginning 566' from DER, 126' right of centerline, up to 40' AGL/3289' MSL.

Rwy 27: Tree 6707' from DER, 958' right of centerline, 40' AGL/3439' MSL.

△
PEAKS

IZTIR

RIPUW

HAWRA

OUTLAW MOA

J
A
C
K
A
L

M
O
A324°
(10)300°
(14)

3900

270°

3600

090°

NOTE: GPS required.

NOTE: RNAV 1

NOTE: When OUTLAW MOA active, cross RIPUW at 7000', then continue climb to MEA/MCA for direction of flight.

NOTE: Take-off Rwy 9/27: Do not exceed 200 KIAS until RIPUW.
Do not exceed 250 KIAS until IZTIR.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKE-OFF RUNWAY 9: Climb heading 090° to 3600, then climbing left turn direct HAWRA, then via depicted route to IZTIR. Thence....TAKE-OFF RUNWAY 27: Climb heading 270° to 3900, then climbing right turn direct HAWRA, then via depicted route to IZTIR. Thence....

....climb on course to MEA for assigned route of flight.

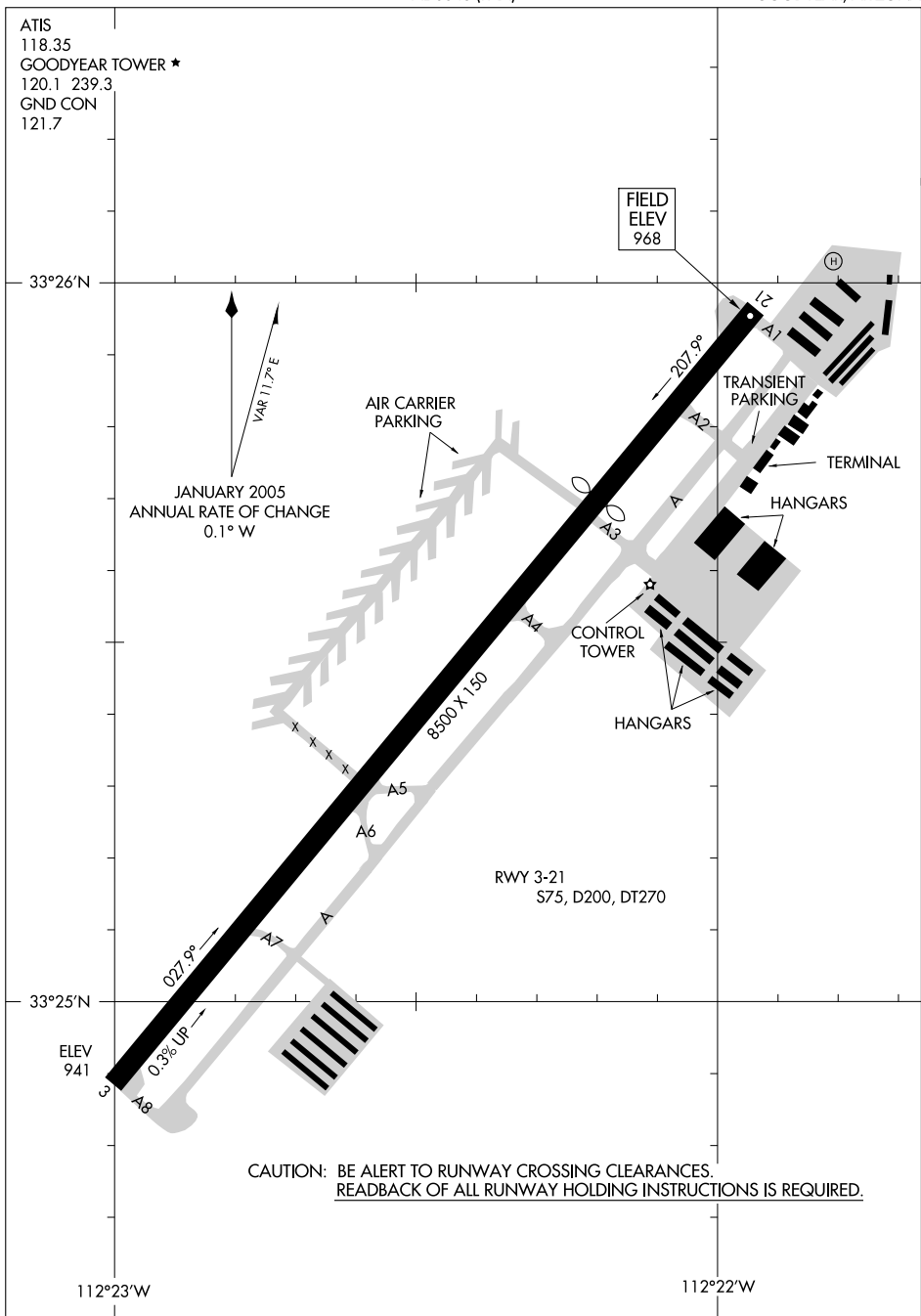
AIRPORT DIAGRAM

AL-6648 (FAA)

GOODYEAR/PHOENIX GOODYEAR (GYR)

GOODYEAR, ARIZONA

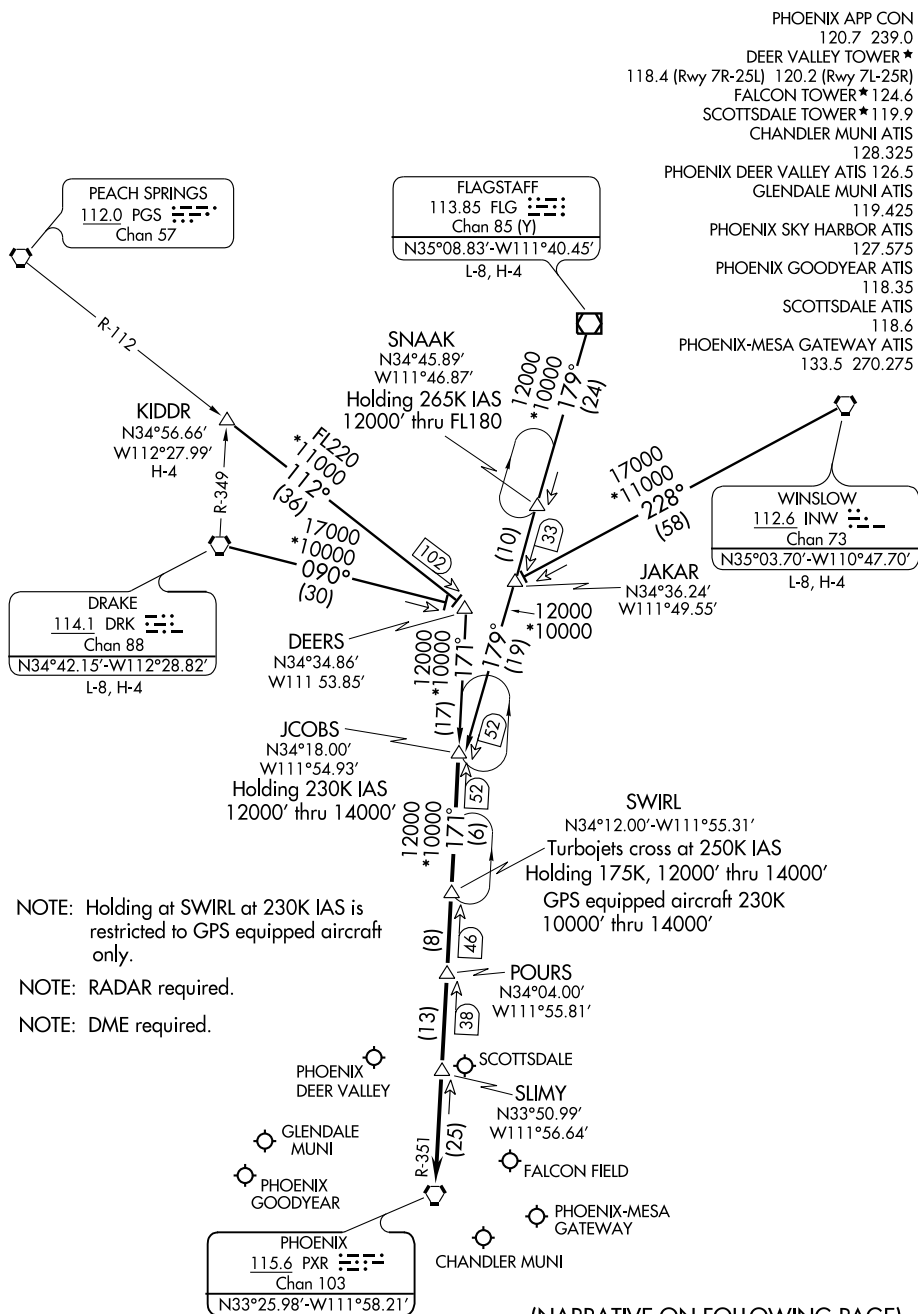
ATIS
118.35
GOODYEAR TOWER ★
120.1 239.3
GND CON
121.7



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

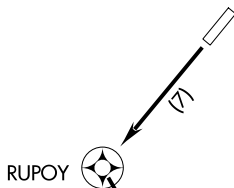
LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

(POTER 1 .POTER) 08325 SL-6648 (FAA)
POTER ONE DEPARTURE (RNAV) (OBSTACLE)

GOODYEAR/ PHOENIX GOODYEAR (GYR)

GOODYEAR, ARIZONA

ATIS 118.35
GND CON 121.7
GOODYEAR TOWER ★
120.1
LUKE DEP CON★
125.45



TAKE-OFF MINIMUMS

Rwy 3: Not authorized-ATC.
Rwy 21: Standard.

NOTE: 1. GPS Required
2. RNAV 1

△ POTER



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb to 8000 direct RUPOY and via 137° track to POTER.

SW-4, 14 JAN 2010 to 11 FEB 2010

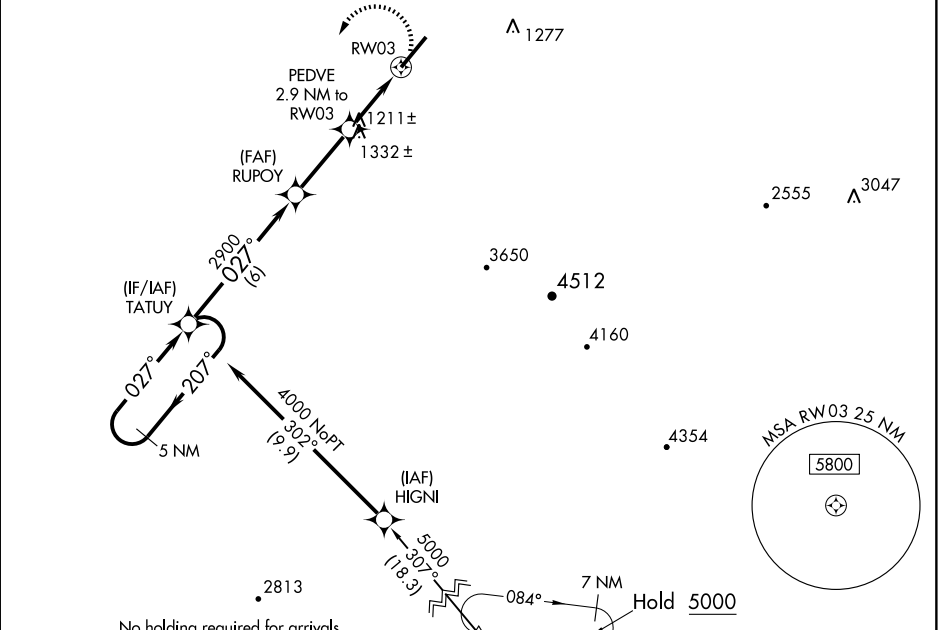
Procedure NA at night. DME/DME RNP -0.3 NA.

When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.

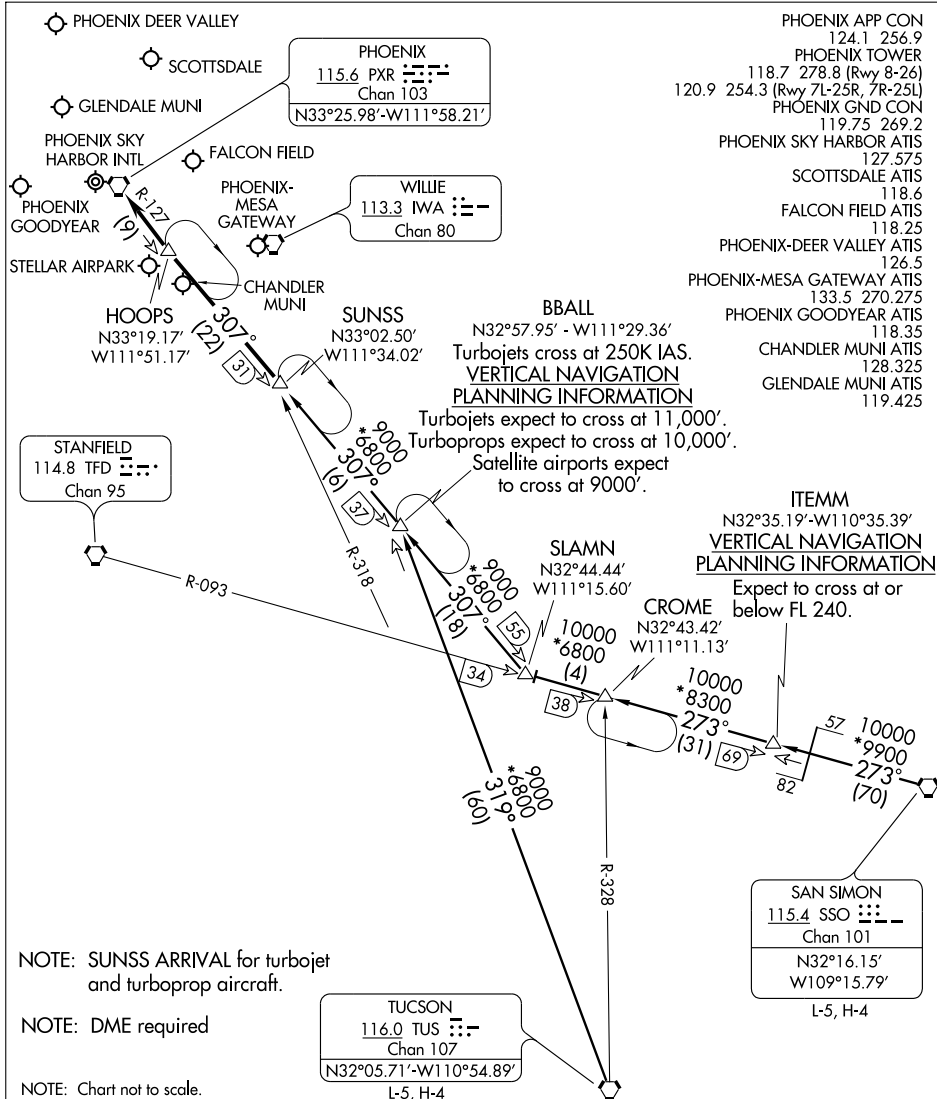
VDP NA when using Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct TATUY and hold.

ATIS 118.35	LUKE APP CON * 125.45 263.125	GOODYEAR TOWER * 120.1 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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5 NM Holding Pattern					4000 TATUY	
TATUY					PEDVE 2.9 NM to RW03	
RUPOY					1.6 NM to RW03	
PEDVE 2.9 NM to RW03					3.06° TCH 45	
1.6 NM to RW03					RW03	
6 NM					TDZE 953	
3 NM					027° to RW03	
1.3 NM					TWR	
1.6 NM					8500 X 150	
CATEGORY					ELEV 968	
A					TATUY	
B					RUPOY	
C					PEDVE 2.9 NM to RW03	
D					1.6 NM to RW03	
LNVA MDA					RW03	
CIRCLING					TDZE 953	
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS					027° to RW03	
LNVA MDA					TWR	
CIRCLING					8500 X 150	
REIL Rwy 3 and 21					MIRL Rwy 3-21	



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

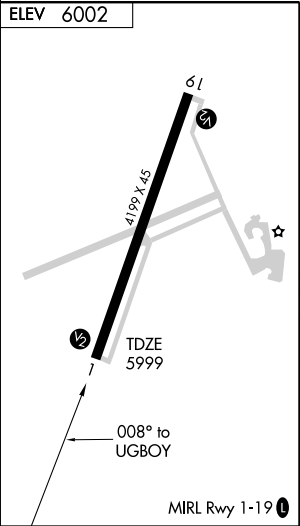
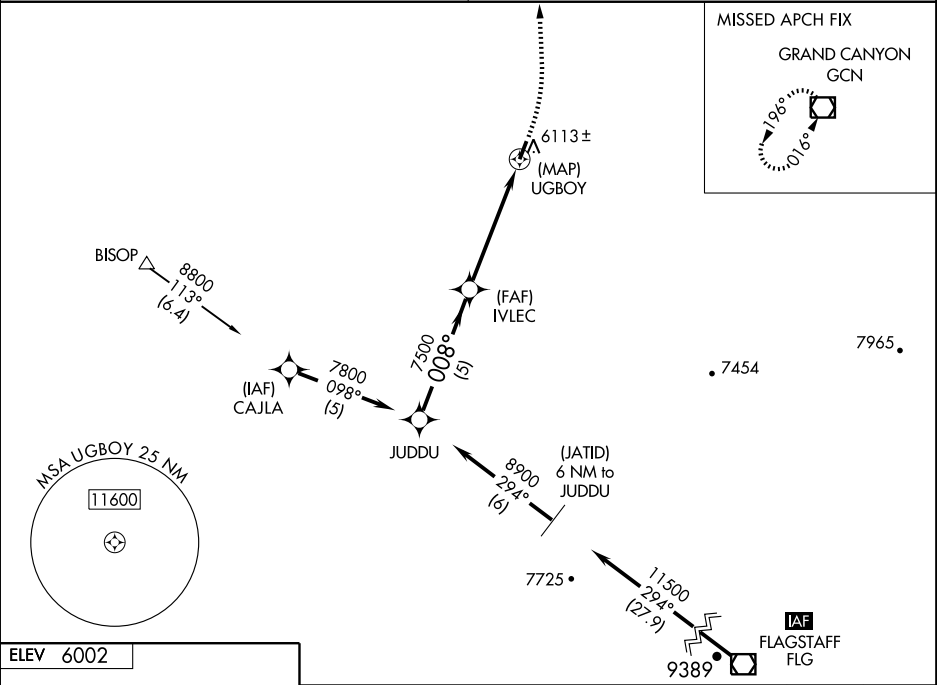
APP CRS 008°	Rwy Idg TDZE Apt Elev	4199 5999 6002
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GPS RWY 1
GRAND CANYON/ VALLE (40G)

NA **IAF** ARM APPROACH MODE PRIOR TO IAF.
Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

MISSED APPROACH: Climbing left turn to 10000 direct to GCN VOR/DME and hold.

LOS ANGELES CENTER 124.85 319.2	UNICOM 122.8 (CTAF) 0
---	---------------------------------



JUDDU		IVLEC		10000		GCN
7800		008°		7500		UGBOY
Procedure Turn NA						
5 NM		5 NM				
CATEGORY	A	B	C	D		
S-1	6480-1	481 (500-1)	6480-1¼ 481 (500-1¼)	NA		
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA		
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS						
S-1	6620-1	621 (700-1)	6620-1¾ 621 (700-1¾)	NA		
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA		

APP CRS
188°

Rwy Idg	4199
TDZE	5996
Apt Elev	6002

GPS RWY 19

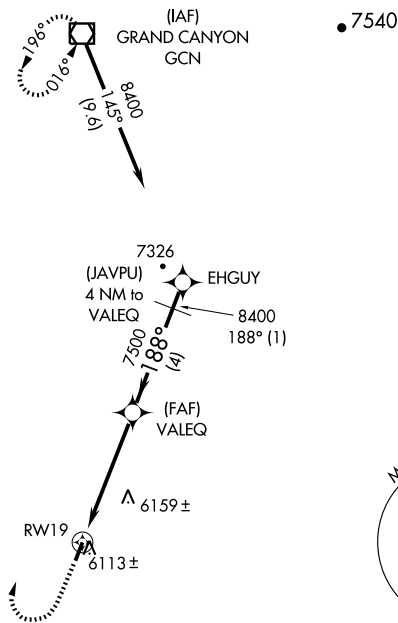
GRAND CANYON/ VALLE (40G)

A NA Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

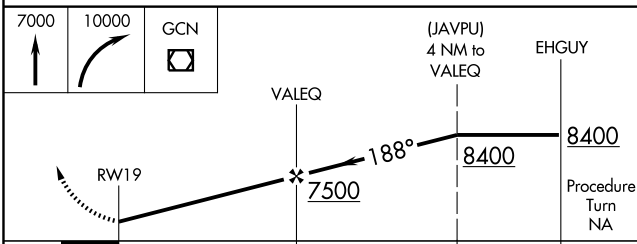
LOS ANGELES CENTER
124.85 319.2

UNICOM
122.8 (CTAF) **L**



SW-4. 14 JAN 2010 to 11 FEB 2010

ELEV 6002



	5 NM		4 NM		1 NM		
CATEGORY	A		B		C		D
S-19	6420-1 424 (500-1)				6420-1¼ 424 (500-1¼)		NA
CIRCLING	6480-1 478 (500-1)				6500-1½ 498 (500-1½)		NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS							
S-19	6540-1 544 (600-1)				6540-1½ 544 (600-1½)		NA
CIRCLING	6620-1 618 (700-1)				6640-1¾ 638 (700-1¾)		NA

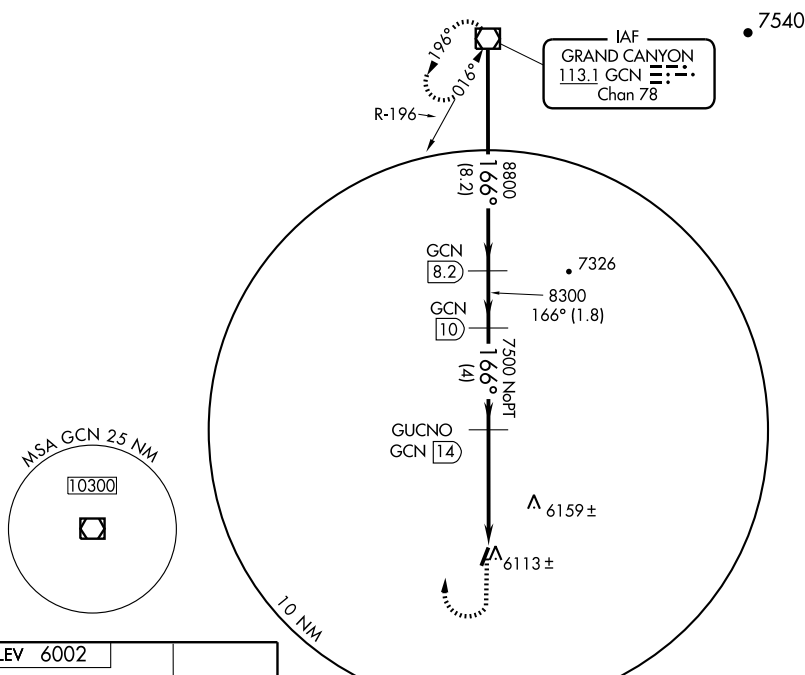
VOR/DME GCN <u>113.1</u> Chgn 78	APP CRS 166°	Rwy Idg 4199 TDZE 5996 Apt Elev 6002
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VOR/DME RWY 19
GRAND CANYON/ VALLE (40G)

A Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

LOS ANGELES CENTER
124.85 319.2

UNICOM
122.8 (CTAF) **L**

ELEV 6002

166° 4.2 NM
from FAF

TDZE
5996

4199 X 45

7000

1000C

GCN

GUCN

GCN [

18.2)

—

GCN

8.2

1

2

5

VOR/DME

10000

Procedure
Turn
NA

CATEGORY	A	B	C	D
S-19	6420-1	424 (500-1)	6420-1 $\frac{1}{4}$ 424 (500-1 $\frac{1}{4}$)	NA
CIRCLING	6480-1	478 (500-1)	6500-1 $\frac{1}{2}$ 498 (500-1 $\frac{1}{2}$)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-19	6540-1	544 (600-1)	6540-1 $\frac{1}{2}$ 544 (600-1 $\frac{1}{2}$)	NA
CIRCLING	6620-1	618 (700-1)	6640-1 $\frac{3}{4}$ 638 (700-1 $\frac{3}{4}$)	NA

MIRL Rwy 1-19 L

AIRPORT DIAGRAM

AL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)

GRAND CANYON, ARIZONA

ATIS 124.3
CANYON TOWER*
119.0
GND CON
121.9

35°58'N


 JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.1° W

FIELD
ELEV
6609

TRANSIENT PARKING

FIRE STATION

TERMINAL

GENERAL AVIATION PARKING

6756

■ CONTROL
TOWER

35°57'N

ELEV
6533

028.6°
0.7% UP

8999 X 150

RWY 3-21
S88, D108, ST137, DT160

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

112°09'W

112°08'W

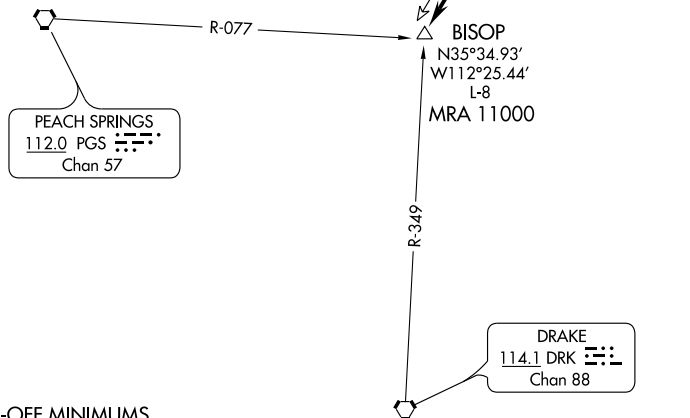
GRAND TWO DEPARTURE (OBSTACLE)

ATIS 124.3
GND CON
121.9
CANYON TOWER ★
119.0
ALBUQUERQUE CENTER
128.45 298.9
LOS ANGELES CENTER
124.85 319.2
UNICOM 122.95

GRAND CANYON
113.1 GCN
Chan 78

TAKEOFF OBSTACLE NOTES

RWY 21: Multiple bushes and trees beginning 269' from DER, 499' left of centerline, up to 70' AGL/6691' MSL.
Multiple trees beginning 2831' from DER, 843' right of centerline, up to 70' AGL/6628' MSL.



TAKE-OFF MINIMUMS

Rwy 3, NA.

Rwy 21: 200-1¼ or standard with minimum climb of 234' per NM to 7000', or alternatively, with standard takeoff minimums and normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: NA.

TAKE-OFF RUNWAY 21: Climb heading 207° to 7000', then turn left heading 175° to intercept GCN R-196 to BISOP INT. Expect filed altitude 10 minutes after departure.

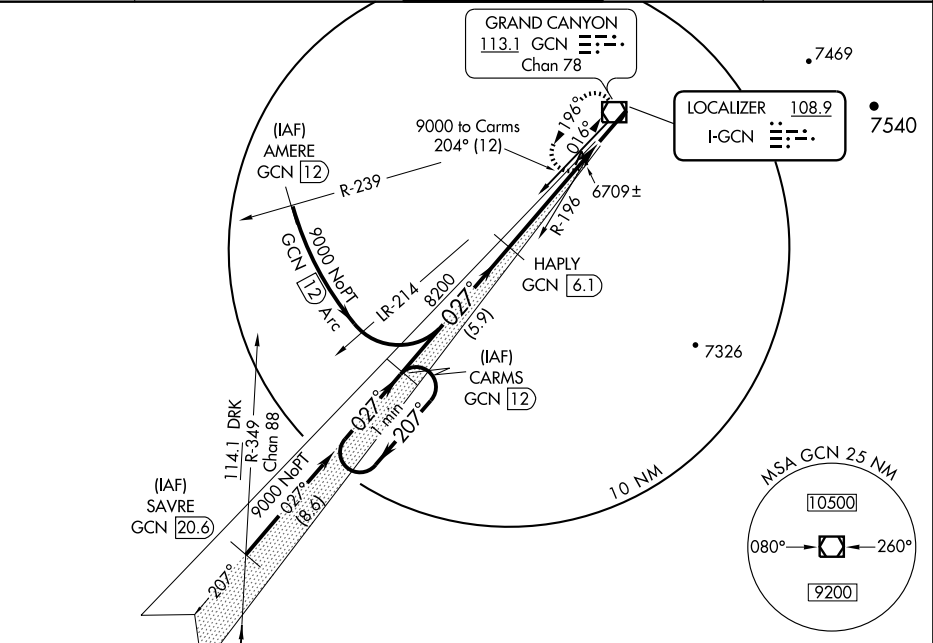
LOC I-GCN	APP CRS	Rwy Idg	8999
108.9	027°	TDZE	6556
		Apt Elev	6609

DME from GCN VOR/DME. Simultaneous reception of I-GCN and GCN DME required.
Inoperative table does not apply to S-LOC 3 CAT C.

MAIS

MISSED APPROACH: Climb to 10000 direct GCN VOR/DME and hold.

ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER★ 119.0 (CTAF) 0	GND CON 121.9	UNICOM 122.95
---------------	------------------------------------	---------------------------------	------------------	------------------



DME REQUIRED

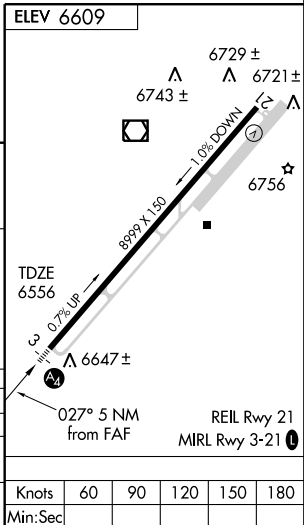
ELEV 6609

One Minute Holding Pattern

10000

GCN 113.1

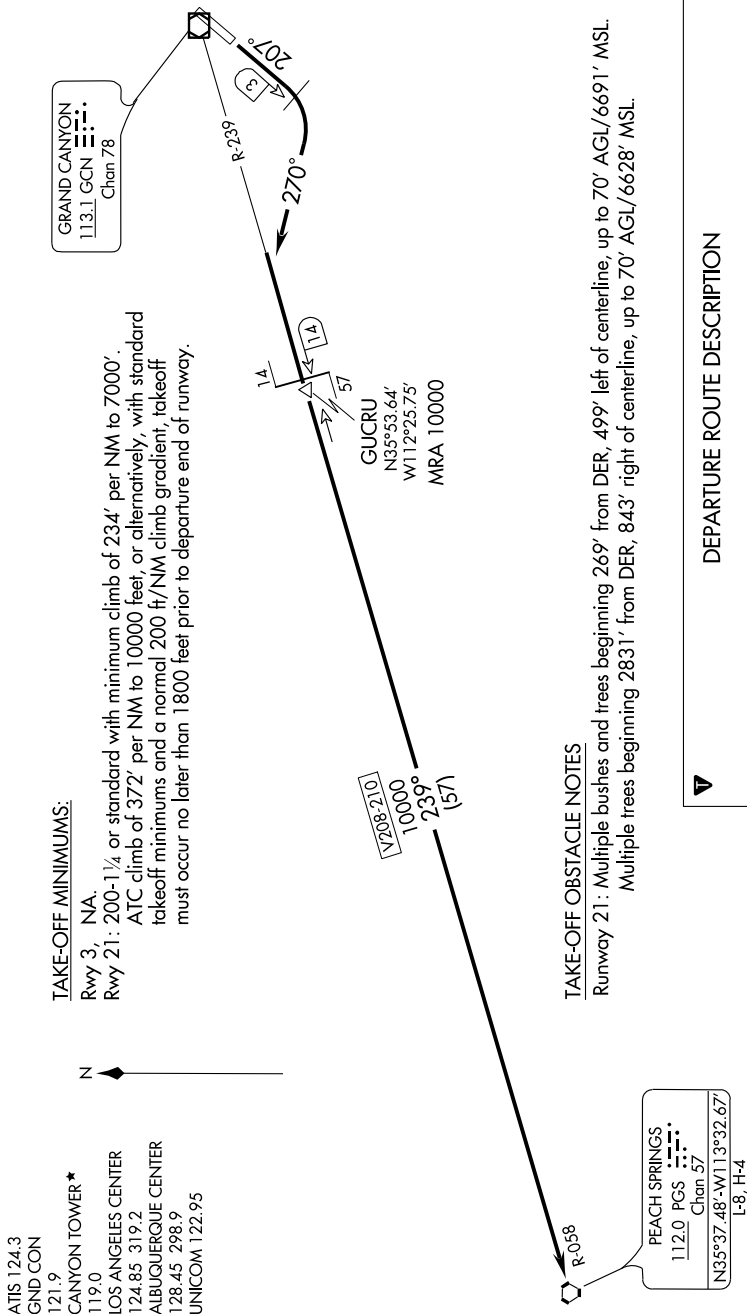
	CARMS GCN 12	HAPLY GCN 6.1	GCN 1.7	
	9000	8200	8200	
	207°	027°	027°	
	5.9 NM	4.5 NM	0.5 NM	
CATEGORY	A	B	C	D
S-ILS 3	6765-¾ 209 (200-¾)			
S-LOC 3	6960-¾ 404 (400-¾)		6960-1¼ 404 (400-1¼)	
CIRCLING	7140-1 531 (600-1)		7160-1½ 551 (600-1½)	
			7220-2 611 (700-2)	



SW-4, 14 JAN 2010 to 11 FEB 2010

PARKS TWO DEPARTURE

SL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)
GRAND CANYON, ARIZONA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: NA

TAKE-OFF RUNWAY 21: Climb heading 207° until GCN 3 DME, then turn right heading 270° to intercept GCN R-239 to GUCRU/GCN 14 DME at or above 10000' then via V208-210 to PGS VORTAC. Expect filed altitude 10 minutes after departure.

NOTE: DME required.
NOTE: Chart not to scale.

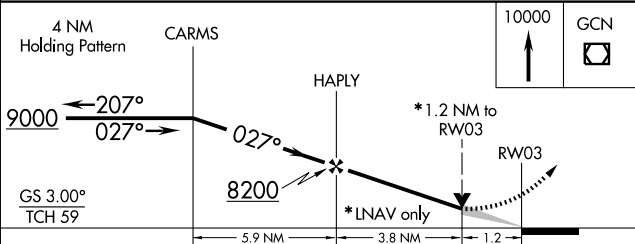
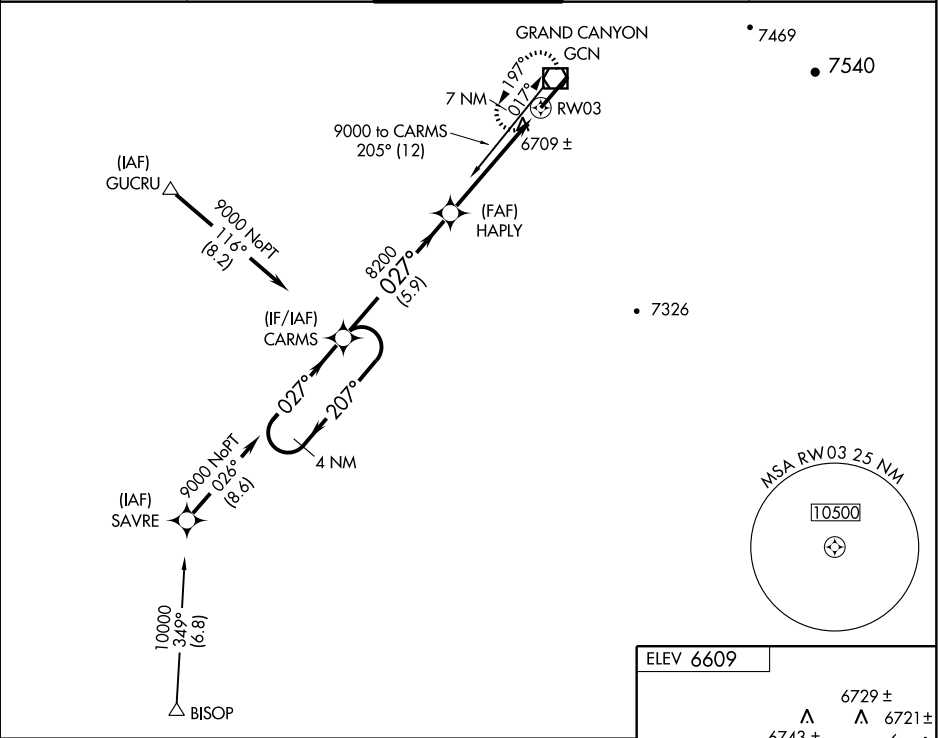
APP CRS	Rwy Idg	8999
027°	TDZE	6556
	Apt Elev	6609

RNAV (GPS) RWY 3
GRAND CANYON NATIONAL PARK (GCN)

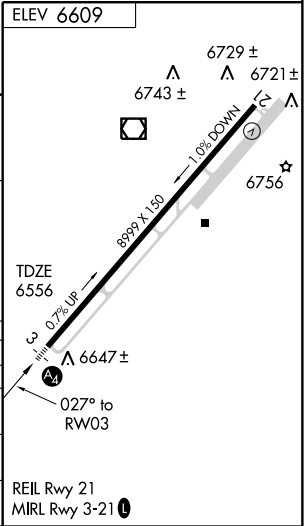
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -28°C (-18°F).
Inoperative table does not apply to LNAV Cat C.

MALS
MISSED APPROACH: Climb to 10000 direct GCN
VOR/DME and hold.

ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER★ 119.0 (CTAF) 1	GND CON 121.9	UNICOM 122.95
---------------	------------------------------------	---------------------------------	------------------	------------------



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	6960-1½ 404 (400-1½)			
LNAV MDA	6960-¾ 404 (400-¾)		6960-1¼ 404 (400-1¼)	
CIRCLING	7140-1½ 531 (600-1½)		7160-1½ 551 (600-1½)	7220-2 611 (700-2)

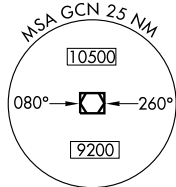
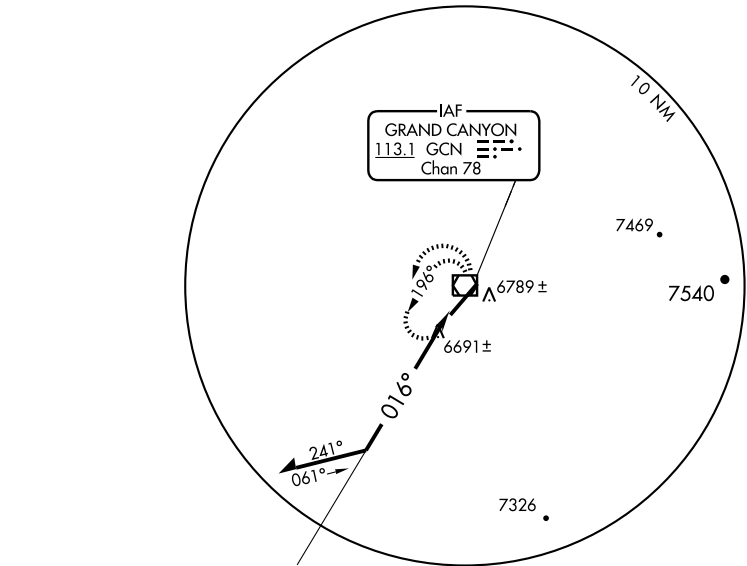


VOR RWY 3

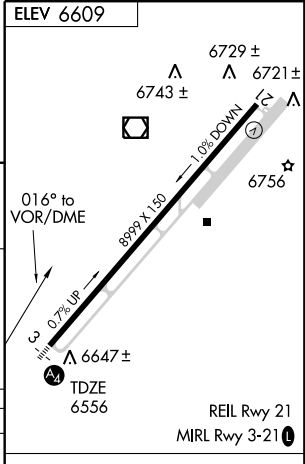
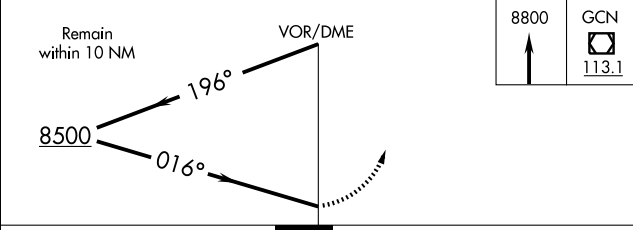
GRAND CANYON NATIONAL PARK (GCN)

VOR/DME GCN	APP CRS	Rwy Idg
113.1	016°	8999
Chan 78		TDZE 6556
		Apt Elev 6609

Inoperative table does not apply to S-3 Cat C.		MALS 	MISSED APPROACH: Climb to 8800 in GCN VOR/DME holding pattern.	
ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER ★ 119.0 (CTAF) 0	GND CON 121.9	UNICOM 122.95



Descend in GCN VOR/DME holding pattern to 11000 before commencing procedure turn.



CATEGORY	A	B	C	D
S-3	7100-3/4 544 (600-3/4)		7100-1 1/2 544 (600-1 1/2)	7100-1 3/4 544 (600-1 3/4)
CIRCLING	7140-1 531 (600-1)		7160-1 1/2 551 (600-1 1/2)	7220-2 611 (700-2)

Knots	60	90	120	150	180
Min:Sec					

AL-215 (FAA)

KINGMAN (IGM)

WAAS CH 86312 W03A	APP CRS 033°	Rwy Idg 6827 TDZE 3412 Apt Elev 3449
--	------------------------	---

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
A -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9000 direct MANNZ and via track 338° to PRFUM and hold, continue climb-in-hold to 9000.

UNICOM
122.8 (CTAF) **L**

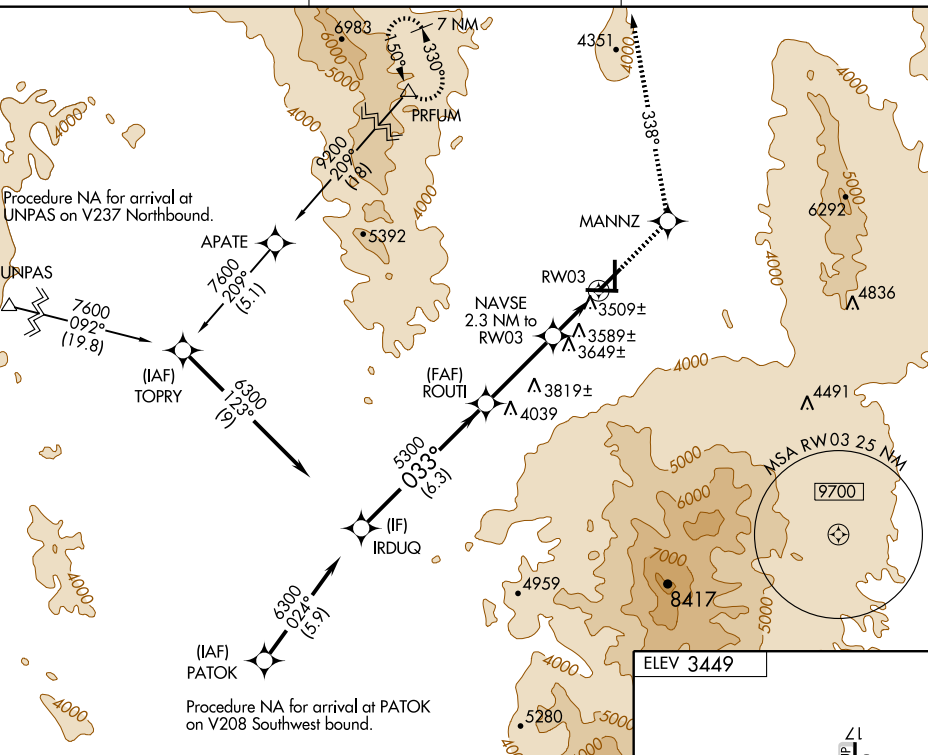
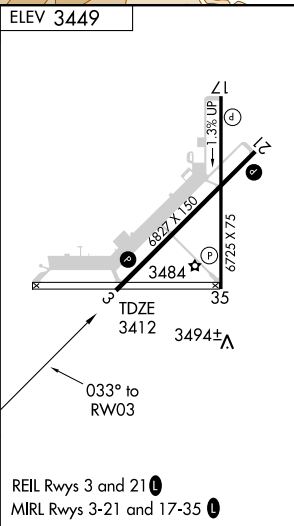


Figure 1-10: Example of a 3D path profile. The diagram shows a flight path starting at 6300 feet, descending to 5300 feet, then to 4180 feet, and finally to the runway (RW03). The path is divided into three segments: 6.3 NM, 3.4 NM, and 2.3 NM. The path is labeled with 'IRDUQ', 'ROUTI', and 'RW03'. The path is also labeled with 'NAVSE 2.3 NM to RW03' and '*LNAB only'. The path is also labeled with '9000', 'MANNZ', '338° TRK', and 'PRFUM'. The path is also labeled with 'Procedure Turn NA' and 'GS 3.00° TCH 45'.

CATEGORY	A	B	C	D
LPV DA	3713-1		301 (400-1)	
LNAV/ VNAV DA	3952-2		540 (600-2)	
LNAV MDA	3840-1	428 (500-1)	3840-1½ 428 (500-1½)	3840-1½ 428 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2½ 691 (700-2½)



SW-4. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6827
198°	TDZE	3403
	Apt Elev	3449

RNAV (GPS) Y RWY 21
KINGMAN (IGM)

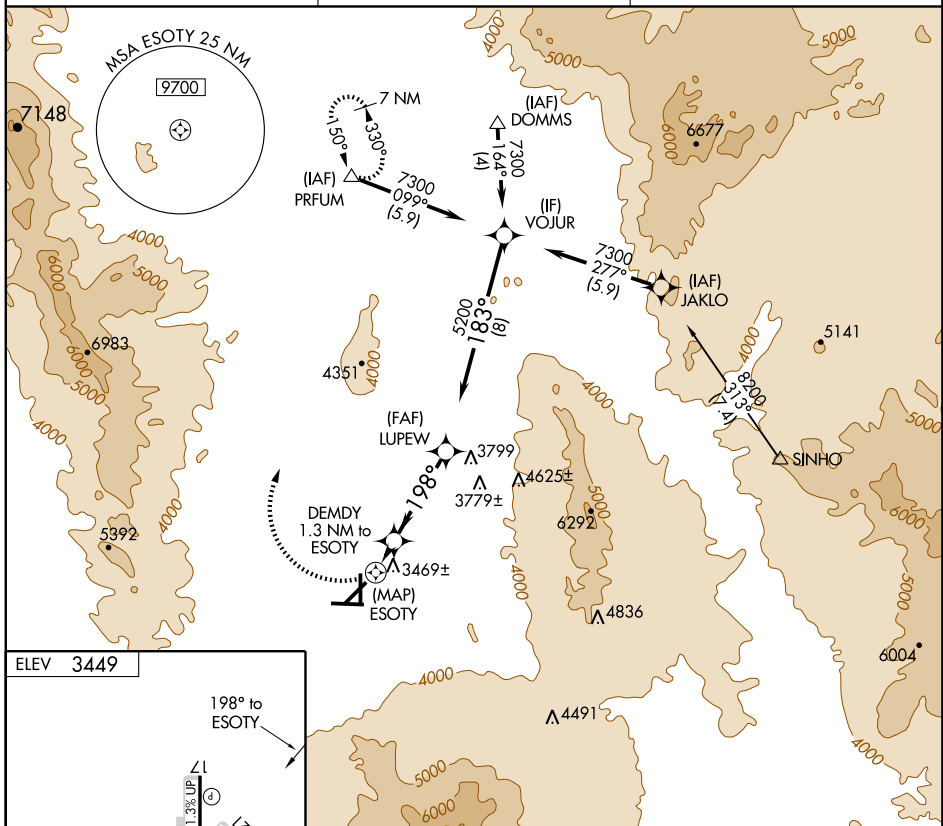
KINGMAN (IGM)

T	DME/DME RNP-0.3 NA.
A	Visibility reduction by helicopters NA.

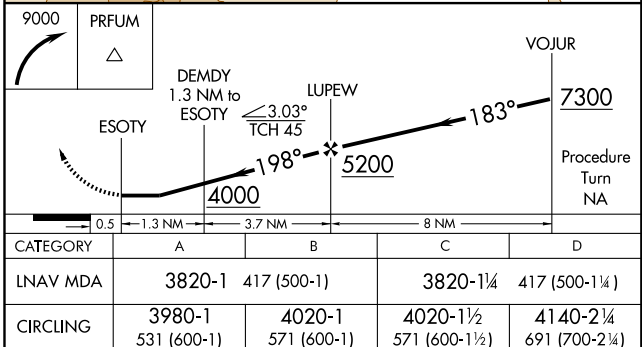
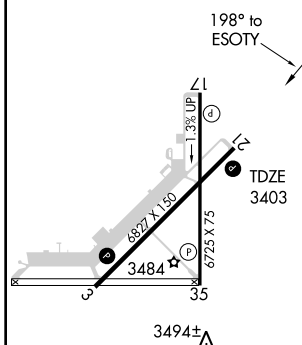
MISSED APPROACH: Climbing right turn to 9000 direct PRFUM and hold, continue climb-in-hold to 9000.

ASOS
119.275

PRESCOTT RADIO
122.1R

UNICOM
122.8 (CTAF) **L**

ELEV	3449
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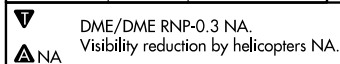


REIL Rwy 3 and 21 **L**
MIRL Rwy 3-21 and 17-35 **L**

AL-215 (FAA)

RNAV (GPS) Z RWY 21
KINGMAN (IGM)

KINGMAN (IGM)

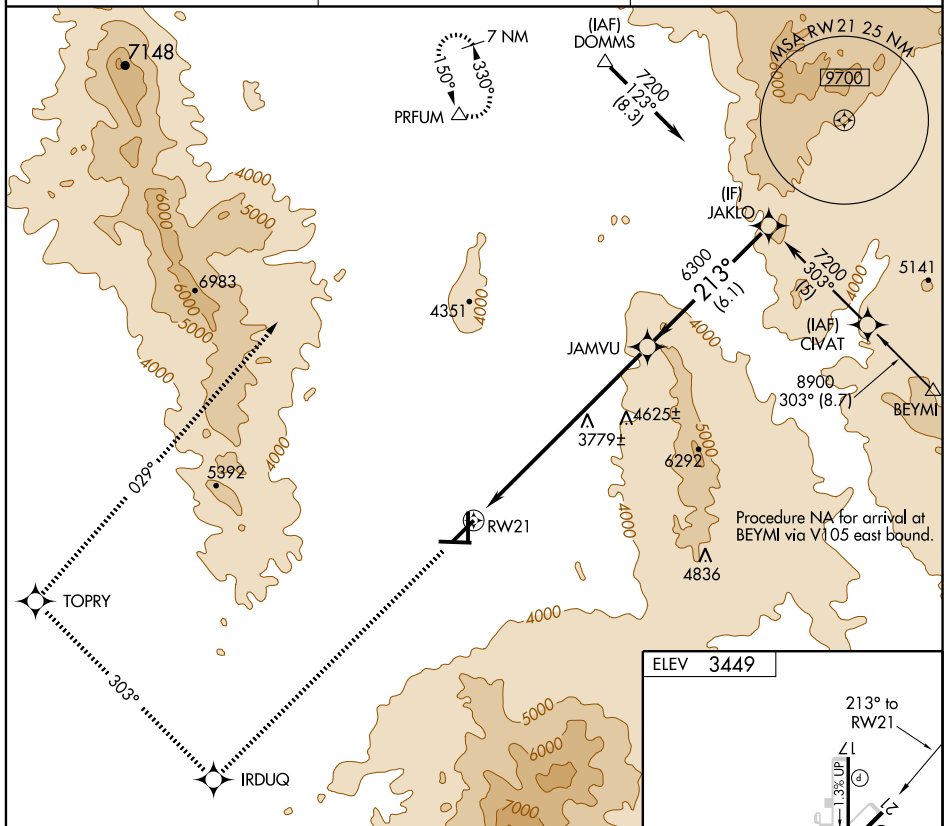


MISSED APPROACH: Climb to 9000 direct IRDUQ and via track 303° to TOPRY and via track 029° to PRFUM and hold.

ASOS
119.275

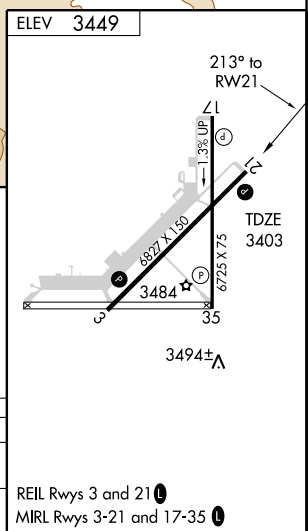
PRESCOTT RADIO
122.1R

UNICOM
122.8 (CTAF) **L**



SW-4. 14 JAN 2010 to 11 FEB 2010

9000 ↑	IRDUQ ✦	303° TRACK	TOPRY ✦	029° TRACK	PRFUM △	Procedure Turn NA JAKLO 7200 GS 3.00° TCH 45	
CATEGORY	A		B	C	D		
LPV DA	3653-1 250 (300-1)						
CIRCLING	3980-1 531 (600-1)		4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)		



VOR/DME IGM 108.8 Chan 25	APP CRS 190°	Rwy Idg 6827 TDZE 3403 Apt Elev 3449
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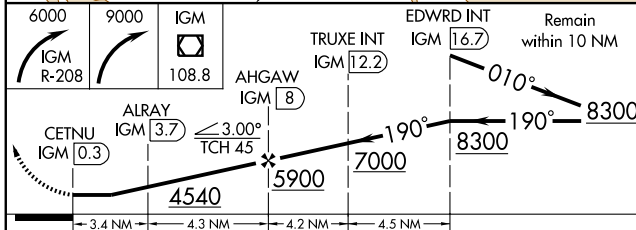
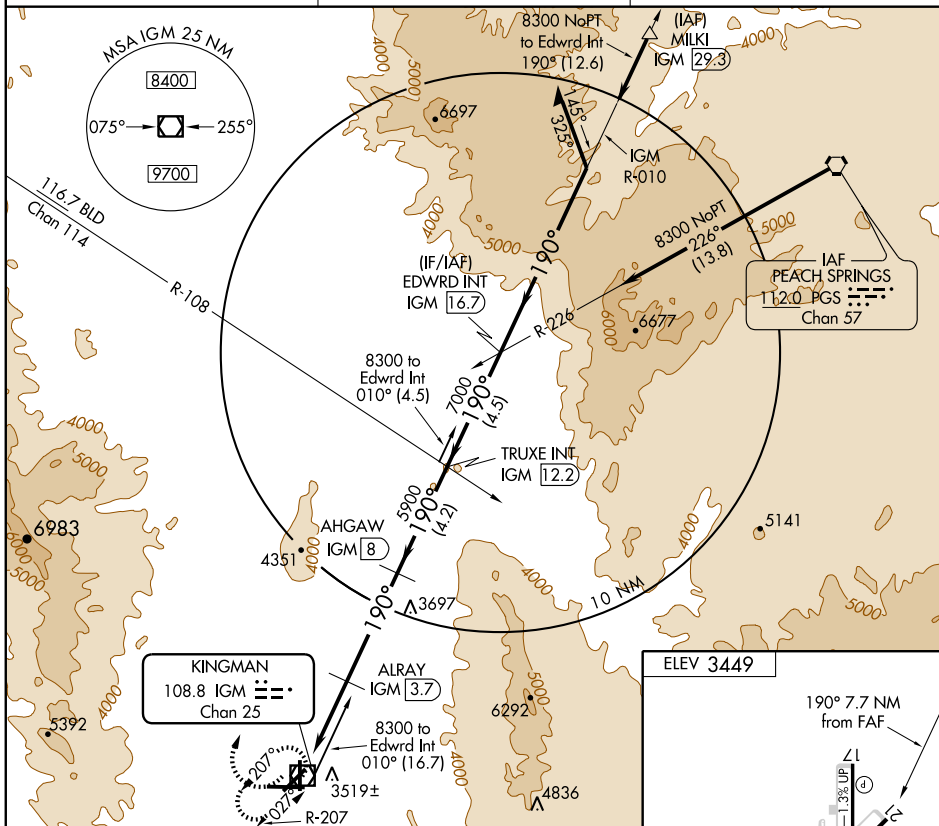
VOR/DME RWY 21
KINGMAN (IGM)

T	
A	Visibility reduction by helicopters NA.

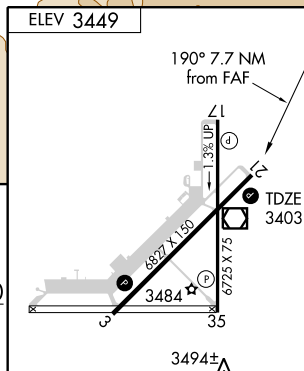
MISSED APPROACH: Climbing right turn to 6000 via IGM VOR/DME R-208 then climbing right turn to 9000 direct IGM VOR/DME and hold.

ASOS
119.275

PRESCOTT RADIO
122.1R

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-21	3880-1	477 (500-1)	3880-1½ 477 (500-1¼)	3880-1½ 477 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2½ 691 (700-2¼)



MIRL Rwy 3-21 and 17-35 **L**
REIL Rwy 3 and 21 **L**

Circling not authorized northeast of Rwy 14-32.

MISSED APPROACH: Climbing right turn to 6000 direct EED

VORTAC and hold.

AWOS-3 119.025 364	LOS ANGELES CENTER 134.65 314.2	UNICOM 122.7 (CTAF) 0
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The main enroute chart shows the approach to Lake Havasu City. It includes a 10 NM circle around the VORTAC, a 139° heading, and various altitudes and distances. Key features include:

- IAF NEEDLES**: 115.2 EED, Chan 99
- LONDON EED**: 7
- EED**: 10
- MAFDU**: 12.8
- Altitudes**: 2379±, 2274, 1249±, 1448±
- Distances**: 139° 1 min, 139° 5.8 NM from FAF
- Obstacles**: 2871, 2838, 2774, 3694, 2410, 5100
- MSA EED 25 NM**: 4800, 8700, 5200, 6100

The detailed approach chart shows the One Minute Holding Pattern, VORTAC, LONDON EED, and various altitudes and distances. Key features include:

- One Minute Holding Pattern**: 4000, 319°, 139°
- VORTAC**: 139°
- LONDON EED**: 7
- EED**: 10
- MAFDU**: 12.8
- Altitudes**: 3300, 2300, 6000
- Distances**: 7 NM, 3 NM, 2.8 NM
- Obstacles**: 818±

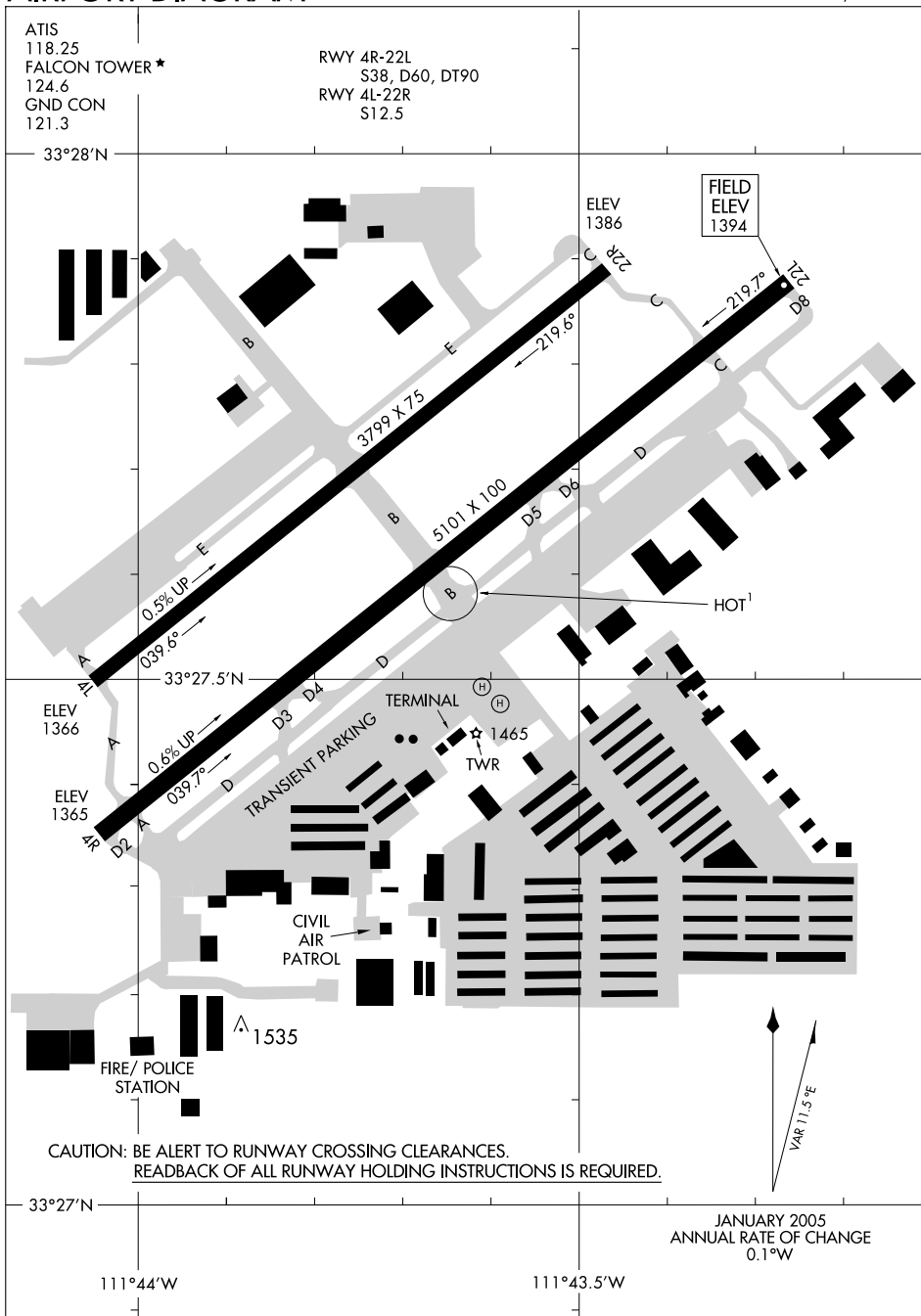
CATEGORY	A	B	C	D
CIRCLING	1800-1¼ 1017 (1100-1¼)	1800-1½ 1017 (1100-1½)	1800-3	1017 (1100-3)

REIL Rwys 14 and 32

MIRL Rwy 14-32 0

SW-4, 14 JAN 2010 to 11 FEB 2010

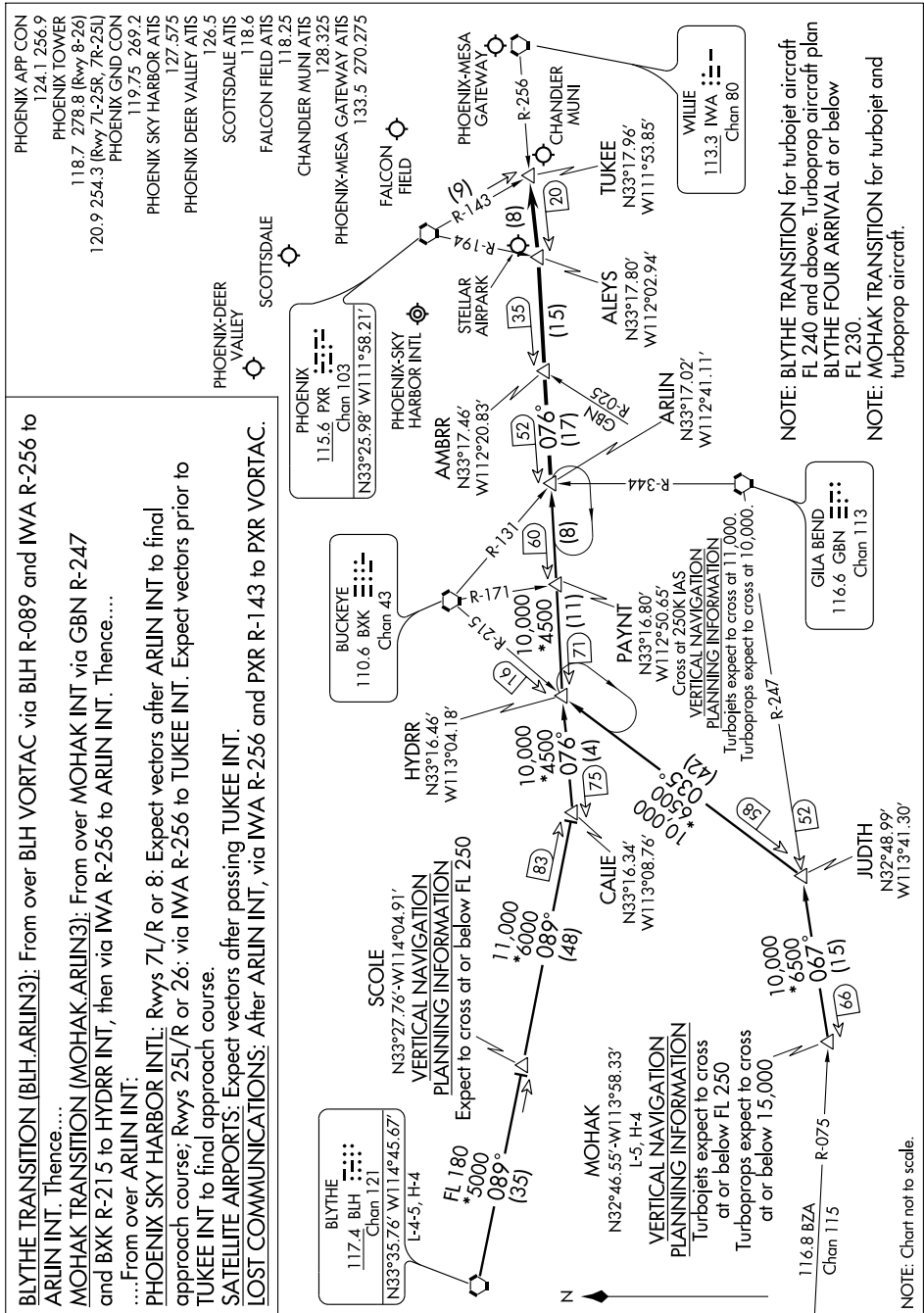
AIRPORT DIAGRAM



ARLIN THREE ARRIVAL

ST-322 (FAA)

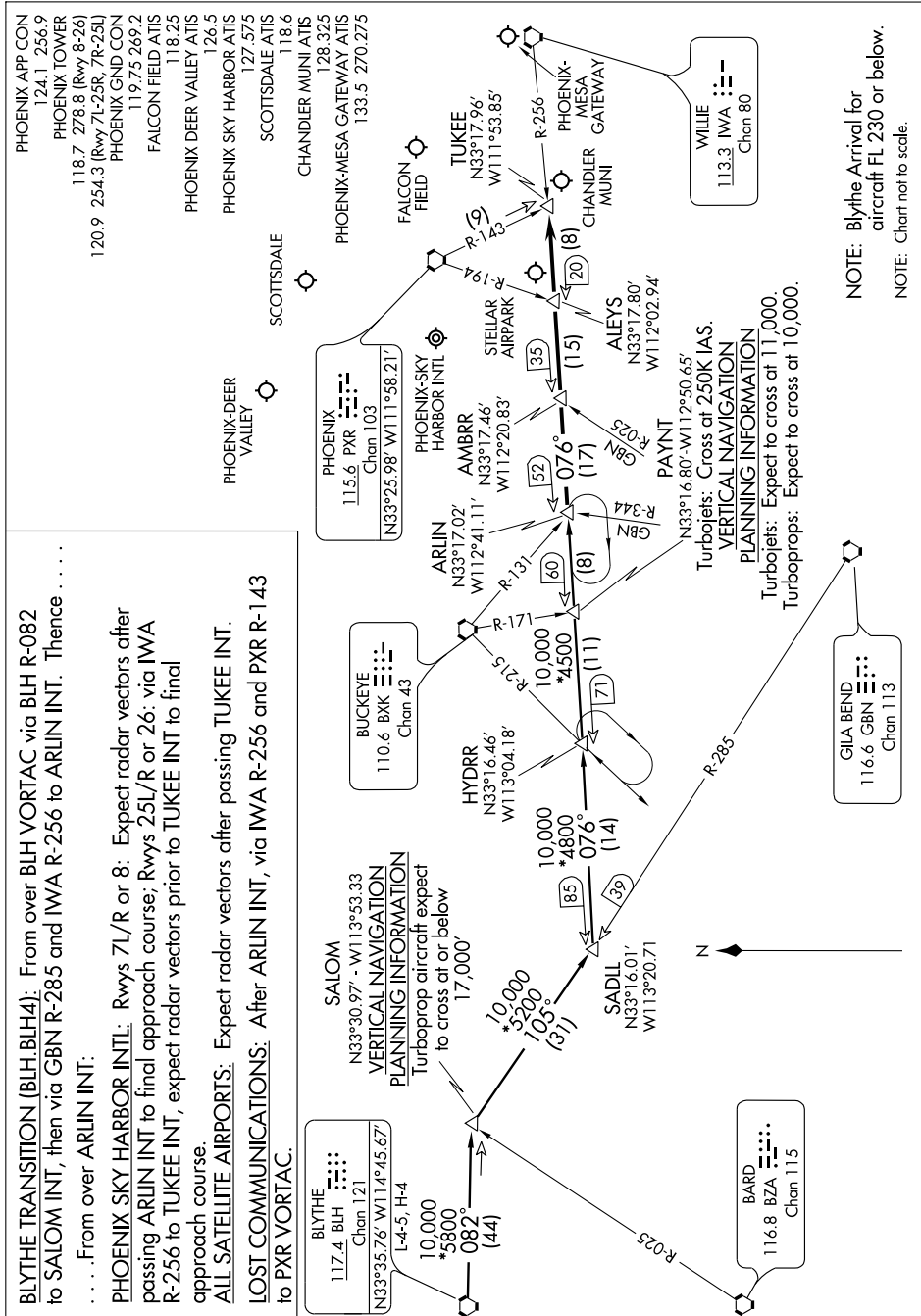
PHOENIX, ARIZONA



BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



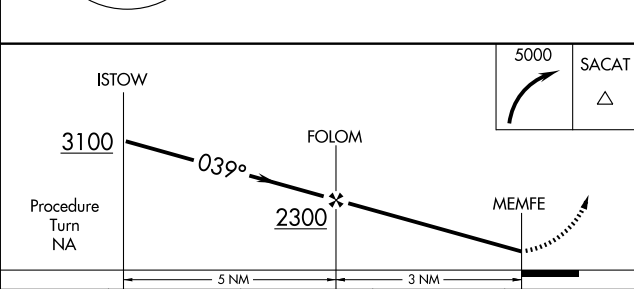
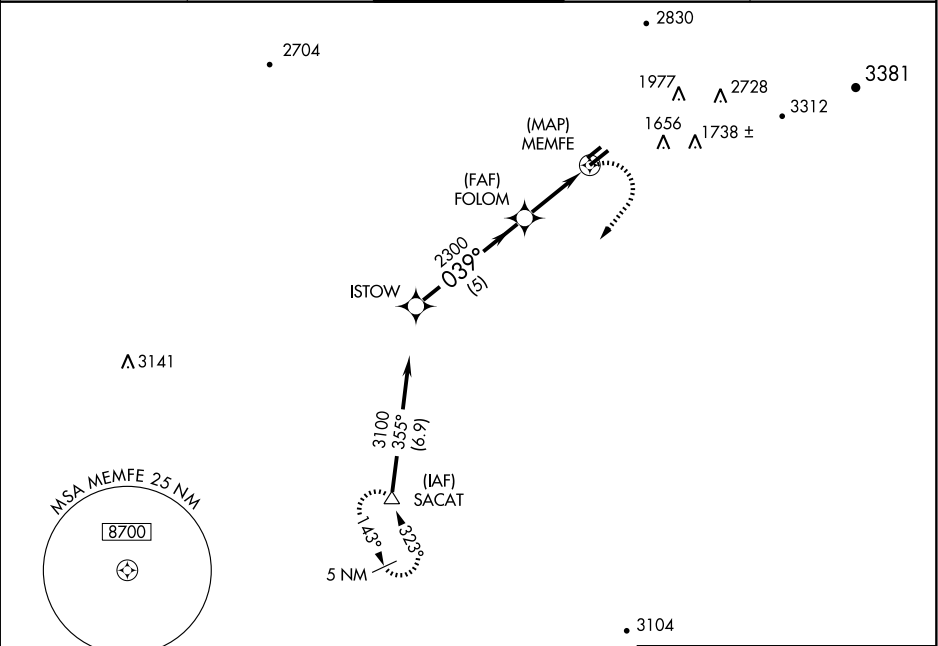
APP CRS	Rwy Idg	5101
039°	TDZE	1381
	Apt Elev	1392

GPS RWY 4R
MESA/FALCON FIELD (F'F'Z)

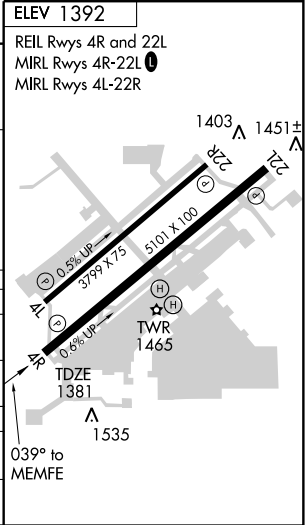
When control tower closed, use Phoenix Sky Harbor
altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct SACAT
WP and hold.

ATIS 118.25	PHOENIX APP CON 120.7 239.0	FALCON TOWER ★ 124.6 (CTAF)	GND CON 121.3	UNICOM 122.95
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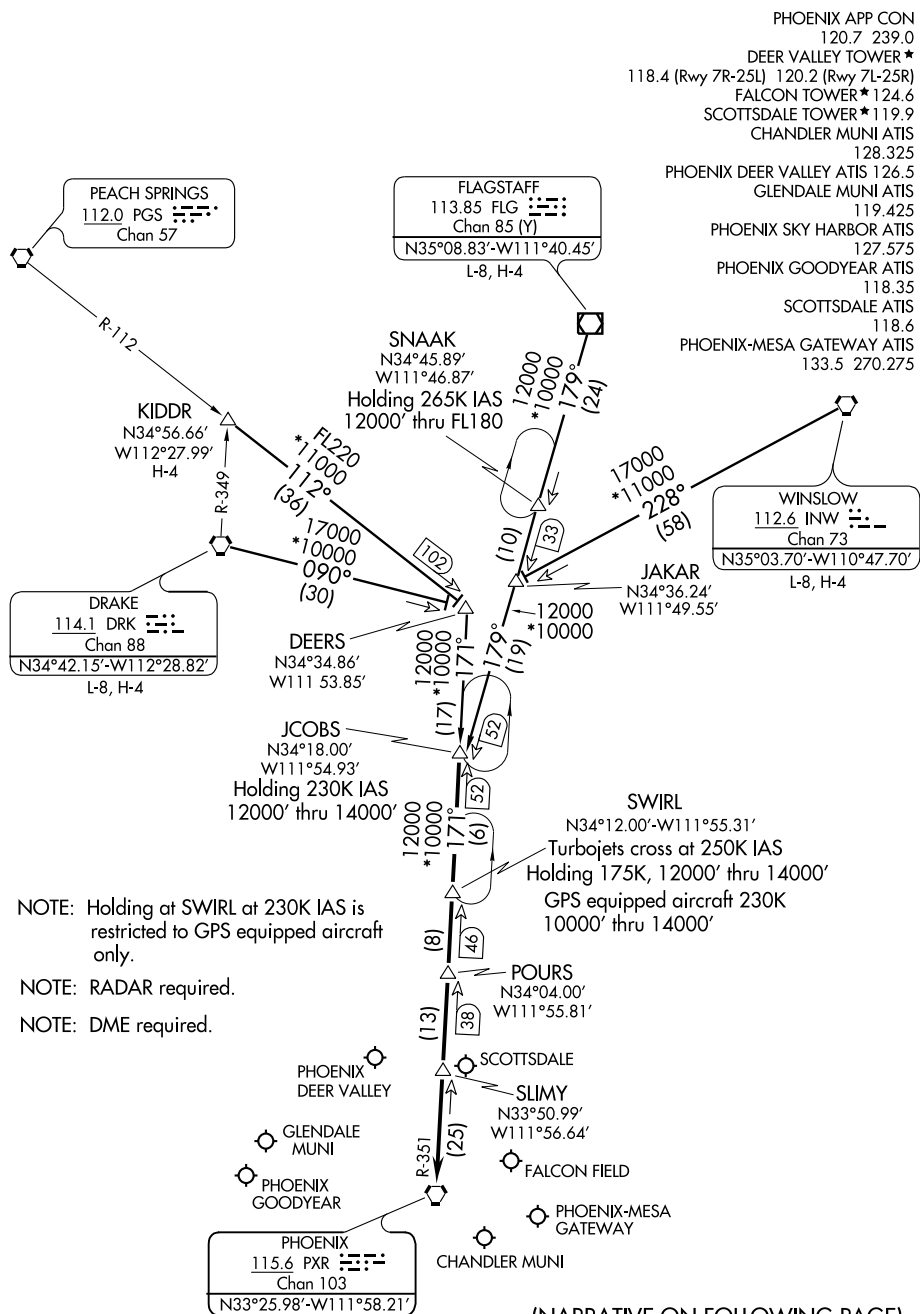


CATEGORY	A	B	C	D
S-4R	1800-1	419 (500-1)	1800-1¼ 419 (500-1¼)	NA
CIRCLING	1860-1	468 (500-1)	1860-1½ 468 (500-1½)	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS				
S-4R	1860-1	479 (500-1)	1860-1¼ 479 (500-1¼)	NA
CIRCLING	1940-1	548 (600-1)	1940-1½ 548 (600-1½)	NA



JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

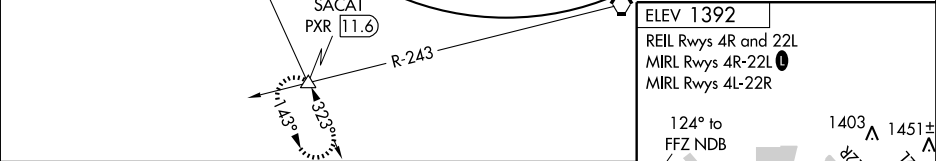
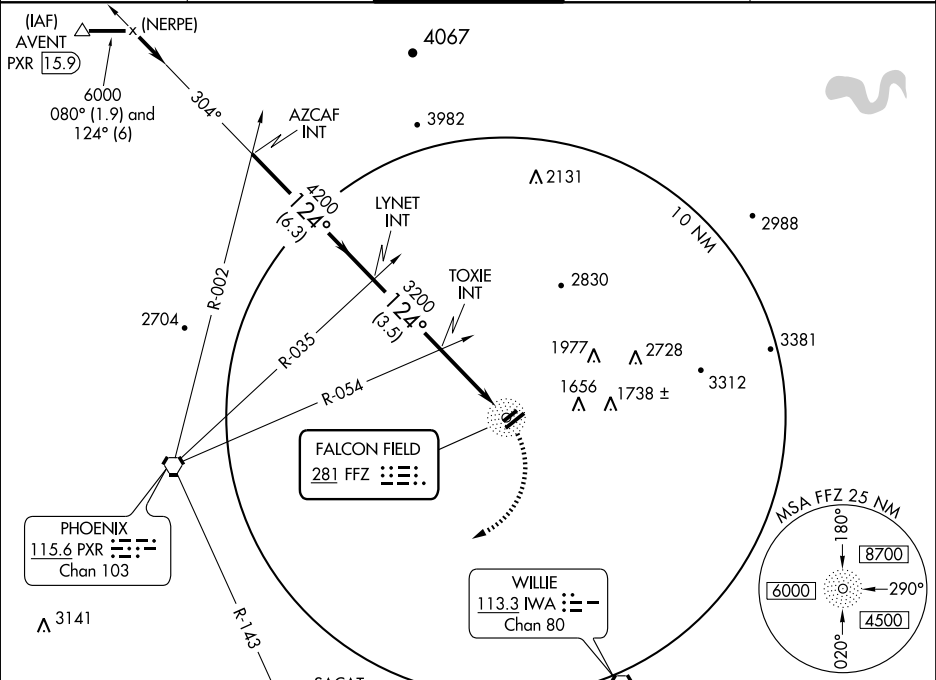
NDB FFZ 281	APP CRS 124°	Rwy Idg TDZE Apt Elev	N/A N/A 1392
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NDB or GPS-A
MESA/FALCON FIELD (F'F'Z)

When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

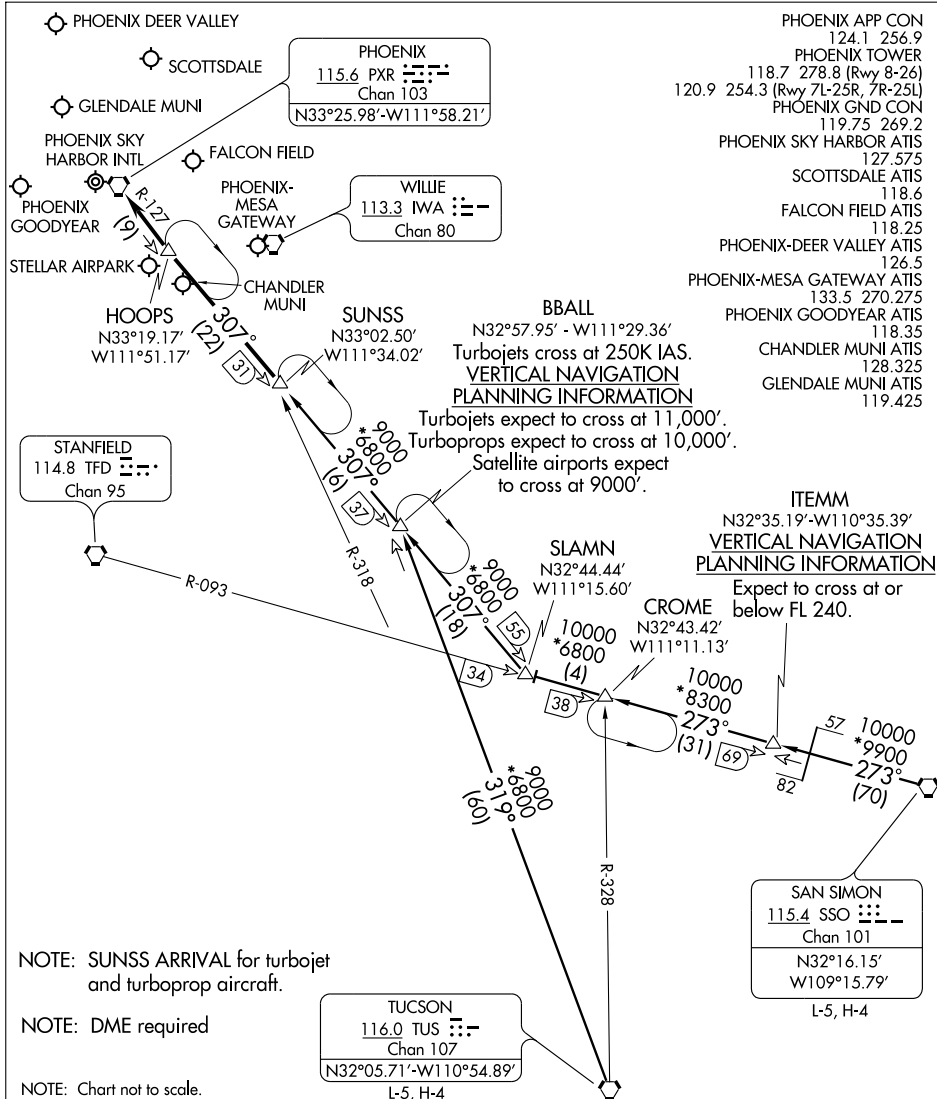
MISSED APPROACH: Climbing right turn to 5000 via heading 210° and PXR R-143 to SACAT Int/PXR 11.6 DME and hold.

ATIS 118.25	PHOENIX APP CON 120.7 239.0	FALCON TOWER ★ 124.6 (CTAF)	GND CON 121.3	UNICOM 122.95
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AZCAF INT 6000 Procedure Turn NA				LYNET INT 4200		TOXIE INT 3200 *		5000 210°		PXR R-143 115.6		SACAT △	
124°				6.3 NM		3.5 NM		3.4 NM		NDB			
CATEGORY		A		B		C		D					
CIRCLING		1860-1		468 (500-1)		1880-1½ 488 (500-1½)		NA					
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS													
CIRCLING		1920-1		528 (600-1)		1940-1½ 548 (600-1½)		NA					

ELEV 1392					
REIL Rwy 4R and 22L					
MIRL Rwy 4R-22L					
MIRL Rwy 4L-22R					
124° to FFZ NDB					
0.5% UP					
0.8% UP					
TWR 1465					
1535					
Knots					
60 90 120 150 180					
Min:Sec					



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

NDB ENZ
394

APP CR
135°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
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70	100	100
71	100	100
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73	100	100
74	100	100
75	100	100
76	100	100
77	100	100
78	100	100
79	100	100
80	100	100
81	100	100
82	100	100
83	100	100
84	100	100
85	100	100
86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
3932

NDB or GPS-C
NOGALES INTL (OLS)

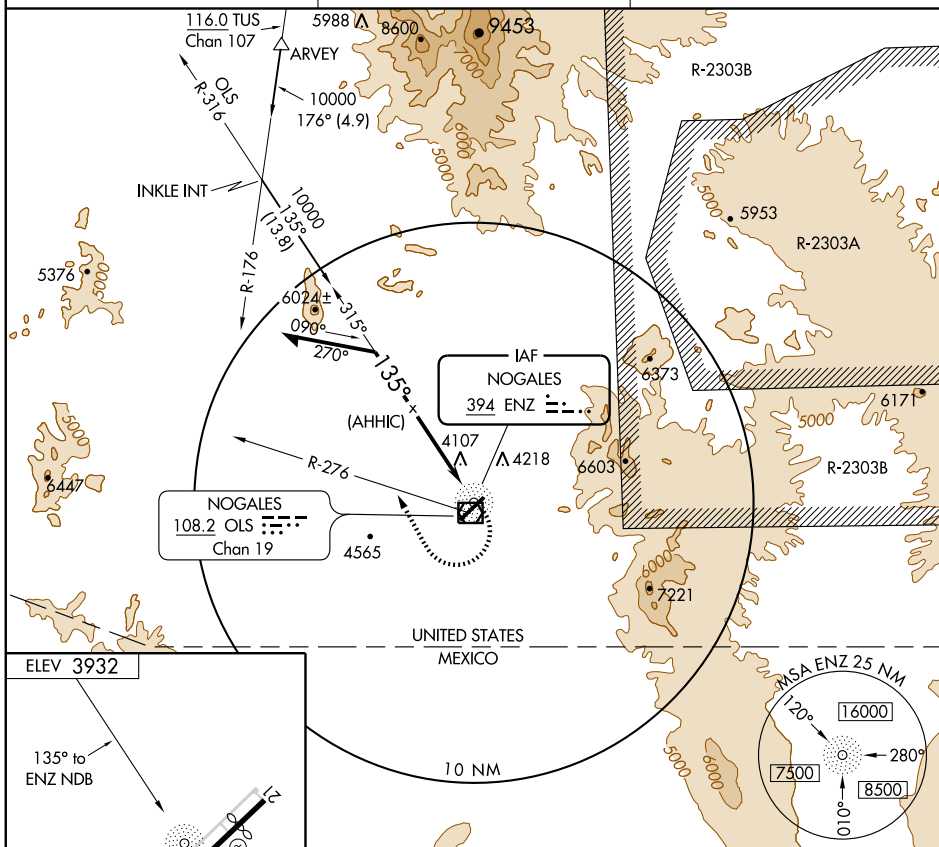


ANA

MISSED APPROACH: Climbing right turn to 8300 via OLS VOR/DME R-276 then climbing right turn to 10000 direct OLS VOR/DME.

ASOS
121.125

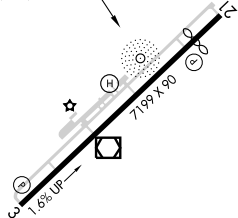
TUCSON APP CON
125.1 269.55

UNICOM
122.8 (CTAF) **L**

SW-4. 14 JAN 2010 to 11 FEB 2010

ELEV 3932

135° to
ENZ NDB



Remain
within 10 NM

NDB

8300
OLS
R-276

10000

OLS

108.2

7500

(AHHIC)

1

1

CATEGORY

A

E

□

CIRCLING

6580-1 ¼

6580-1½

6580-3 2648 (2700-3)

MIRL Rwy 3-21 **L**

NOGALES ONE DEPARTURE (OBSTACLE)

TUCSON
116.0 TUS
Chan 107
N32°05.71'-W110°54.89'
L-5, H-4

ASOS 121.125
TUCSON DEP CON
125.1 269.55
UNICOM
122.8 (CTAF)

TAKE-OFF MINIMUMS

Rwy 3: 300-1¼ with minimum climb of 335' per NM to 7000 or 1300-3 for climb in visual conditions.

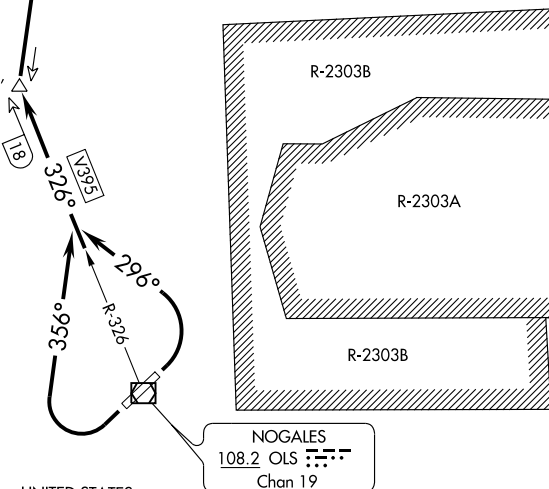
Rwy 21: Standard with minimum climb of 350' per NM to 7000 or 1300-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

Rwy 3: Trees and bushes beginning 123' from DER, 88' right of centerline, 98' AGL/4253' MSL. Trees and poles beginning 335' from DER, 13' left of centerline, up to 67' AGL/4087' MSL.

Rwy 21: Bush 117' from DER, 49' right of centerline, 5' AGL/3842' MSL. Bush 119' from DER, 201' left of centerline, up to 5' AGL/3844' MSL.

ARVEY
N31°41.64'
W110°58.85'



NOGALES
108.2 OLS
Chan 19

UNITED STATES
MEXICO

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 296° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, or for climb in visual conditions cross Nogaes Intl airport at or above 5100' then climb via OLS R-326 to ARVEY, Thence....

TAKE-OFF RUNWAY 21: Climbing right turn heading 356° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, or for climb in visual conditions cross Nogaes Intl airport above 5100' then climb via OLS R-326 to ARVEY, thence....

...via TUS VORTAC R-176 to cross TUS VORTAC at or above MEA/MCA for assigned route of flight.

NOGALES, ARIZONA

AL-6151 (FAA)

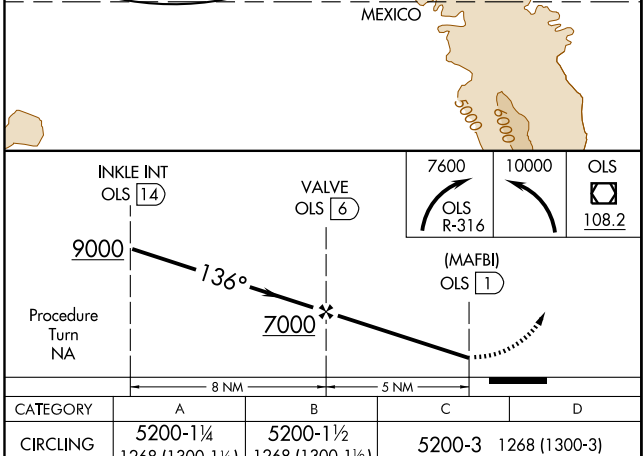
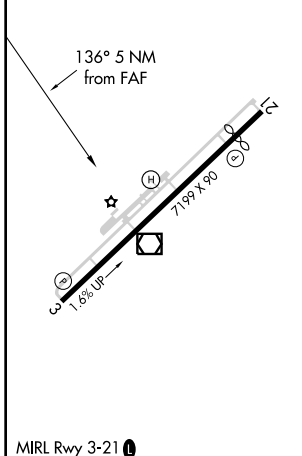
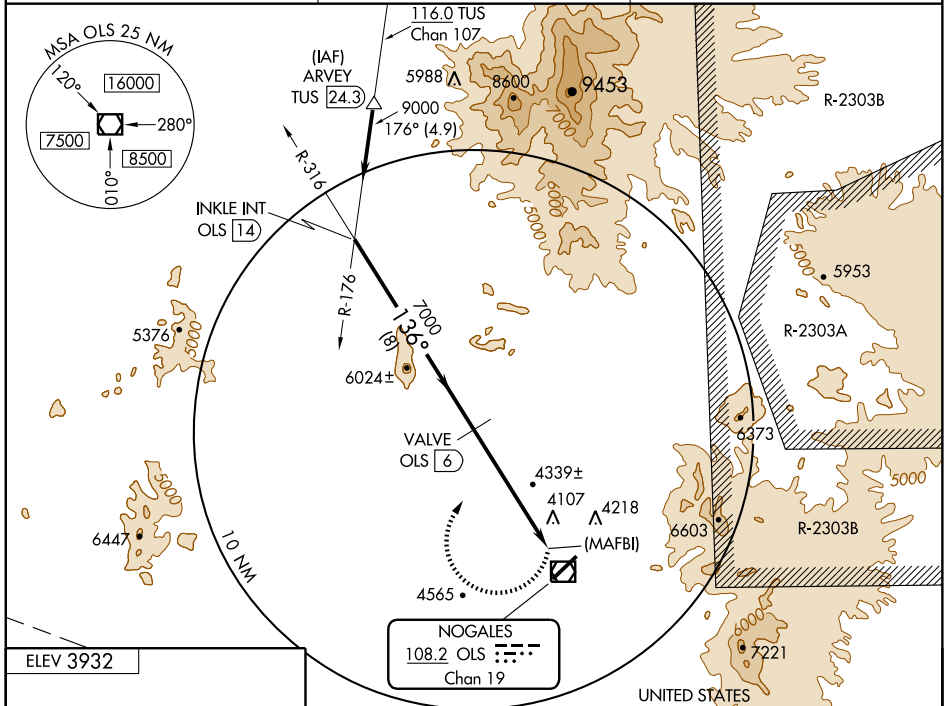
VOR/DME OLS 108.2 Chan 19	APP CRS 136°	Rwy Idg TDZE Apt Elev N/A N/A 3932
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VOR/DME or GPS-B

NOGALES INTL (OLS)

NA	MISSED APPROACH: Climbing right turn to 7600 via OLS R-316 then climbing left turn to 10000 direct OLS VOR/DME.
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ASOS 121.125	TUCSON APP CON 125.1 269.55	UNICOM 122.8 (CTAF)
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SW-4, 14 JAN 2010 to 11 FEB 2010

VOR/DME OLS 108.2 Chan 19	APP CRS 096°	Rwy Idg N/A TDZE N/A Apt Elev 3932
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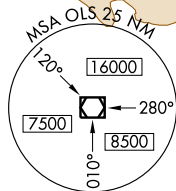
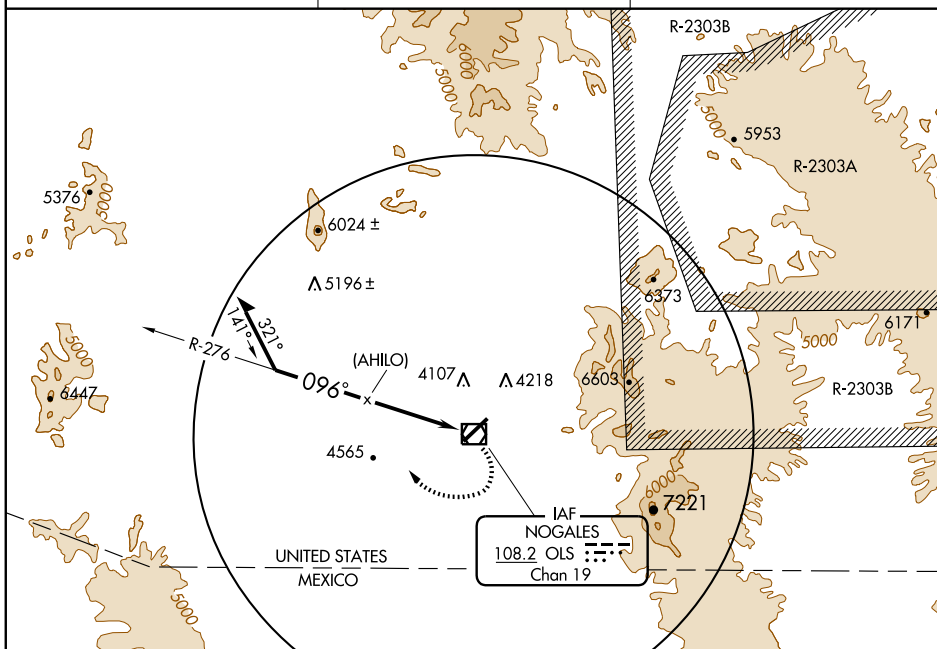
VOR or GPS-A
NOGALES INTL (OLS)



MISSED APPROACH: Climbing right turn to 7800 via OLS R-276 then climbing right turn to 10000 direct OLS VOR/DME.

ASOS
121.125

TUCSON APP CON
125.1 269.55

UNICOM
122.8 (CTAF) **L**

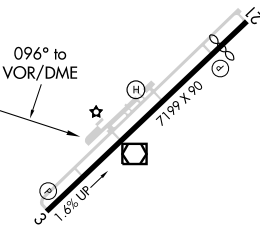
ELEV 3932

Remain
within 10 NM

VOR/DME

7000 (AHILO)

Maintain 8000 or above until established outbound for Procedure Turn.



CATEGORY		A	B	C	D
CIRCLING	5500-1¼ 1568 (1600-1¼)	5500-1½ 1568 (1600-1½)	5500-3	1568 (1600-3)	

MIRL Rwy 3-21 **L**

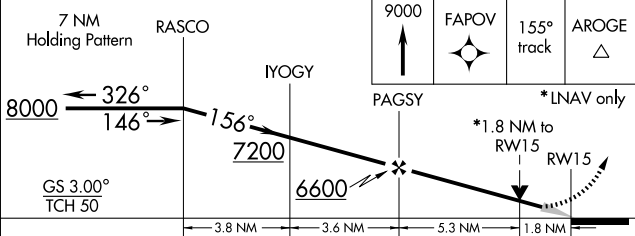
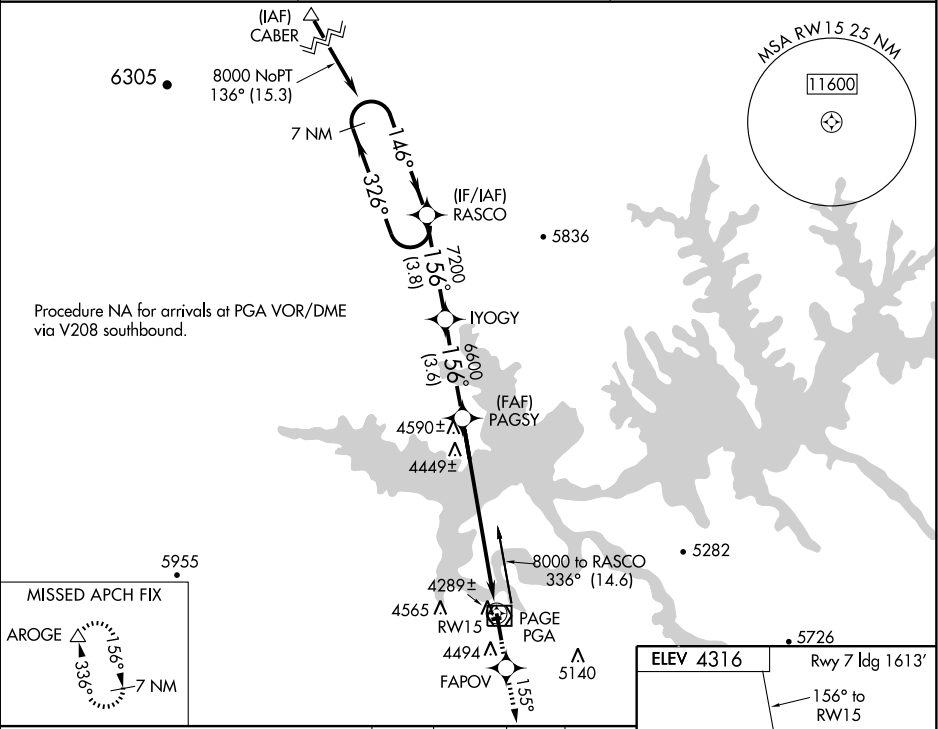
WAAS CH 45604 W15A	APP CRS 156°	Rwy Idg TDZE Apt Elev	5950 4264 4316
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 15
PAGE MUNI (PGA)

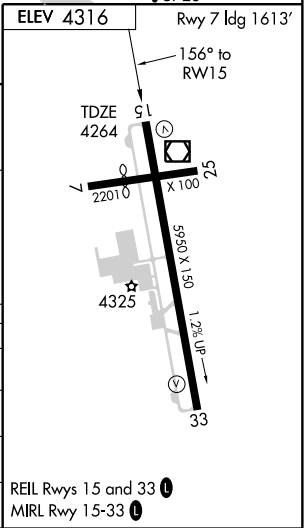
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105° F).
DME/DME RNP -0.3 NA. Circling NA to Rwy 7-25

MISSED APPROACH: Climb to 9000 direct FAPOV and via 155° track to AROGE and hold, continue climb-in-hold to 9000.

ASOS 120.625	DENVER CENTER 127.55 343.95	UNICOM 122.8 (CTAF) 1
------------------------	---------------------------------------	---------------------------------

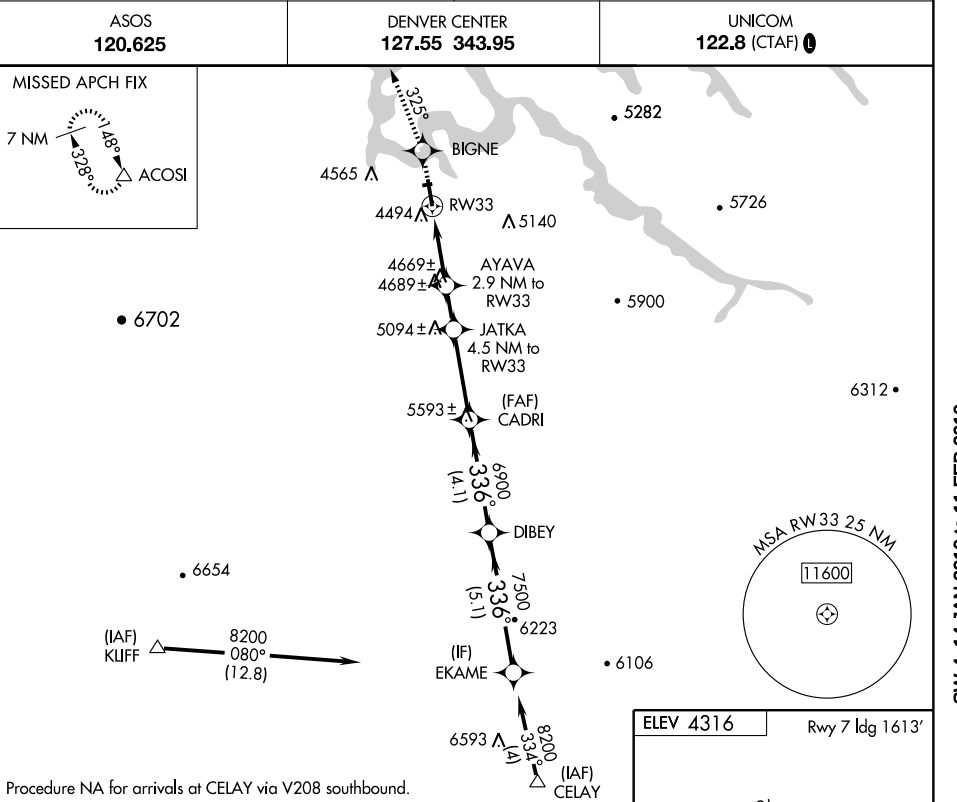


CATEGORY	A	B	C	D
LPV DA	4599-1¼ 335 (300-1¼)			
LNAV/VNAV DA	4670-1½ 406 (400-1½)			
LNAV MDA	4860-1 596 (600-1)	4860-1½ 596 (600-1½)	4860-1¾ 596 (600-1¾)	
CIRCLING	4860-1 544 (600-1)	4860-1½ 544 (600-1½)	4920-2 604 (700-2)	



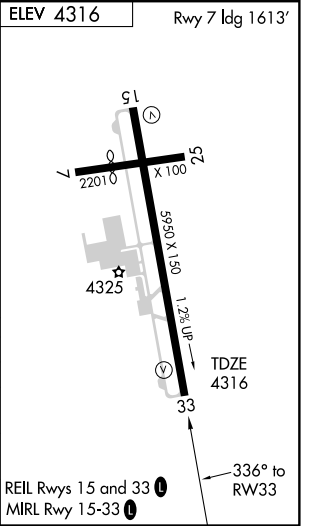
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F).
DME/DME RNP- 0.3 NA. Circling NA to Rwy 7-25.

MISSED APPROACH: Climb to 8500 direct BIGNE and via 325° track to ACOSI and hold, continue climb-in-hold to 8500.



Procedure NA for arrivals at CELAY via V208 southbound.

8500	BIGNE	325° track	ACOSI	VGSI and RNAV glidepath not coincident	DIBEY	EKAME
*LNAV only		AYAVA 2.9 NM to RW33	JATKA 4.5 NM to RW33	CADRI		
		*1.8 NM to RW33				
		5280	5800	6900	7500	8200
	1.8 NM	1.1 NM	1.6 NM	3.3 NM	4.1 NM	5.1 NM
CATEGORY	A		B		C	D
LPV DA			4566-1		250 (300-1)	
LNAV/VNAV DA			4744-1½		428 (500-1½)	
LNAV MDA	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)		4920-2 604 (700-2)	
CIRCLING	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)		4920-2 604 (700-2)	



SW-4, 14 JAN 2010 to 11 FEB 2010

NA

Use Blythe, CA altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 5000 direct PKE VORTAC and hold.

LOS ANGELES CENTER
128.15 285.6

UNICOM
122.725 (CTAF) 0

The main enroute chart displays the Parker VOR/DME station at 117.9 MHz, Channel 126. It shows a 10 NM circle centered on the station and a 25 NM circle. Key navigational points include the Initial Approach Fix (IAF) at Parker, the (CFBVN) PKE 10, JEBEL PKE 15, and the (MACIS) PKE 20.4. The chart also shows the 5000 ft MSL and 452 ft AGL elevations. A detailed view of the runway area shows the runway (4780 x 73) and the MRL Rwy 1-19. The chart includes a compass rose indicating the magnetic variation of 23°40' and a true heading of 054° for the approach. The chart also shows the 10 NM and 25 NM circles, and the 5000 ft MSL and 452 ft AGL elevations.

VORTAC					ELEV 452	
5000					067° 5.4 NM from FAF	
Procedure Turn NA					MIRL Rwy 1-19 0	
10 NM					Knots	
5 NM					60 90 120 150 180	
5.4 NM					Min:Sec	
CATEGORY	A	B	C	D		
CIRCLING	1900-1¼ 1448 (1500-1¼)	1900-1½ 1448 (1500-1½)	1900-3 1448 (1500-3)	NA		

SW-4, 14 JAN 2010 to 11 FEB 2010

APP CRS
352°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
5157

RNAV (GPS)-A

PAYSON (PAN)

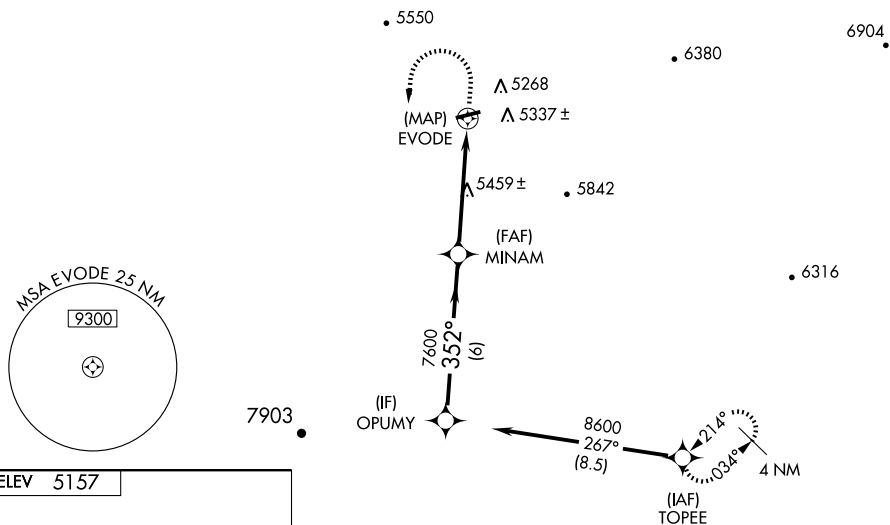


A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

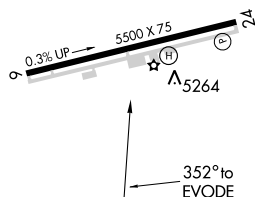
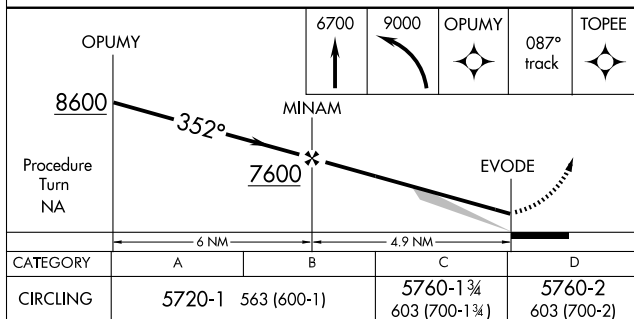
MISSED APPROACH: Climb to 6700 then climbing left turn to 9000 direct OPUMY WP and via 087° track to TOPEE WP and hold.

AWOS-3
119,325

ALBUQUERQUE CENTER
132.9 239.05

UNICOM
122.8 (CTAF) **L**

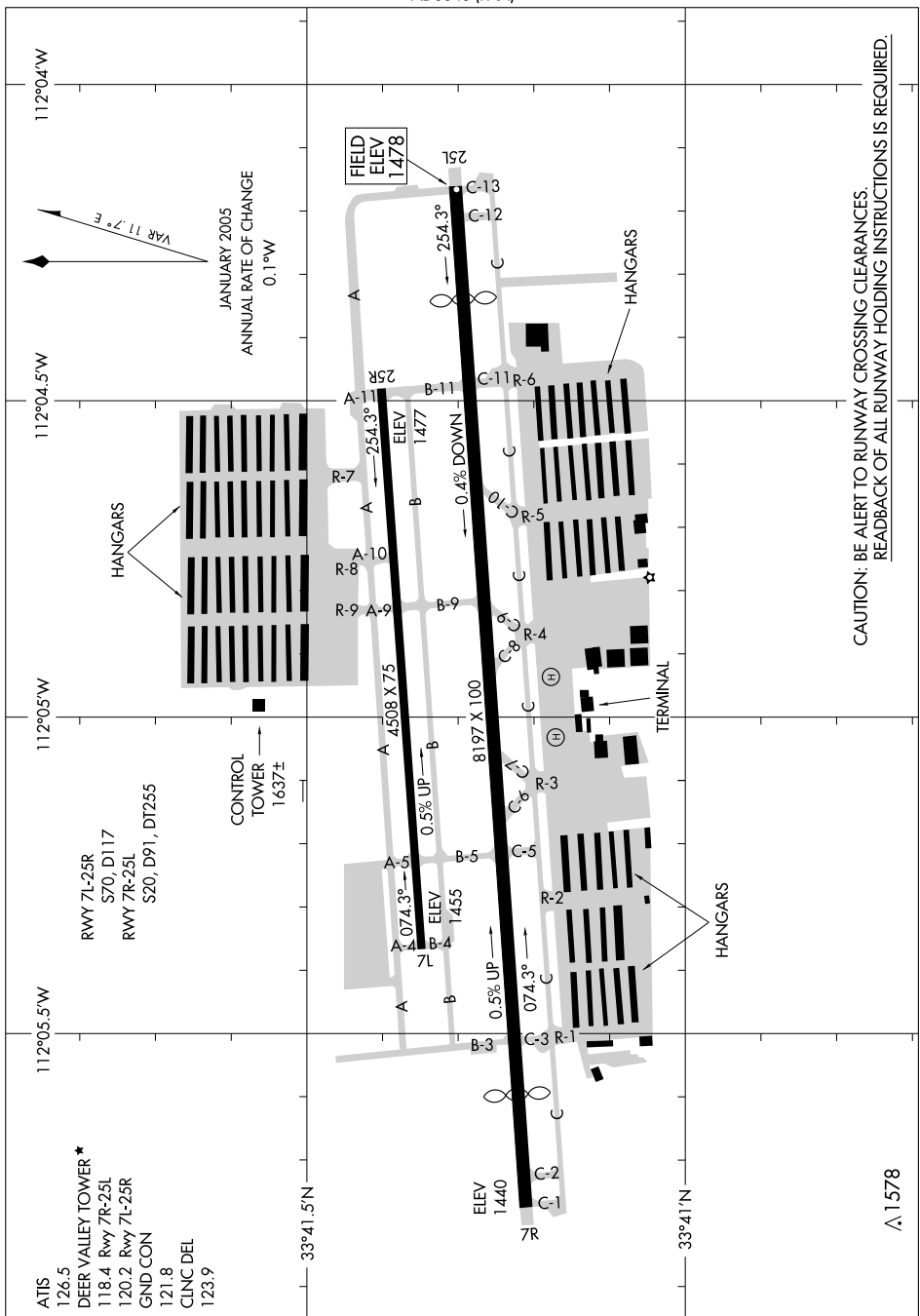
SW-4. 14 JAN 2010 to 11 FEB 2010

MIRL Rwy 6-24 **L**

AIRPORT DIAGRAM

AL-6646 (FAA)

PHOENIX DEER VALLEY (DVT)
PHOENIX, ARIZONA



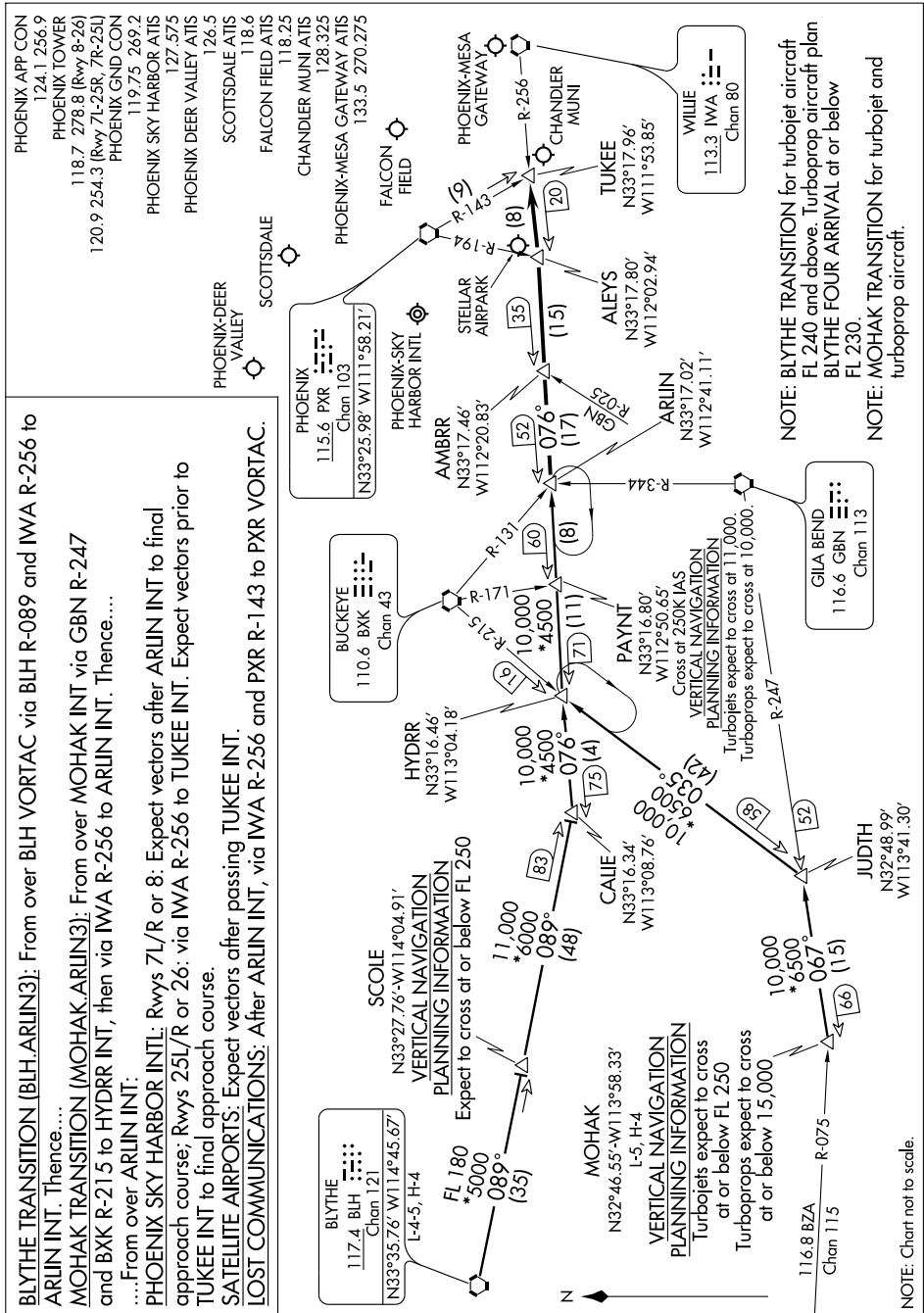
SW-4, 14 JAN 2010 to 11 FEB 2010

△ 1578

ARLIN THREE ARRIVAL

ST-322 (FAA)

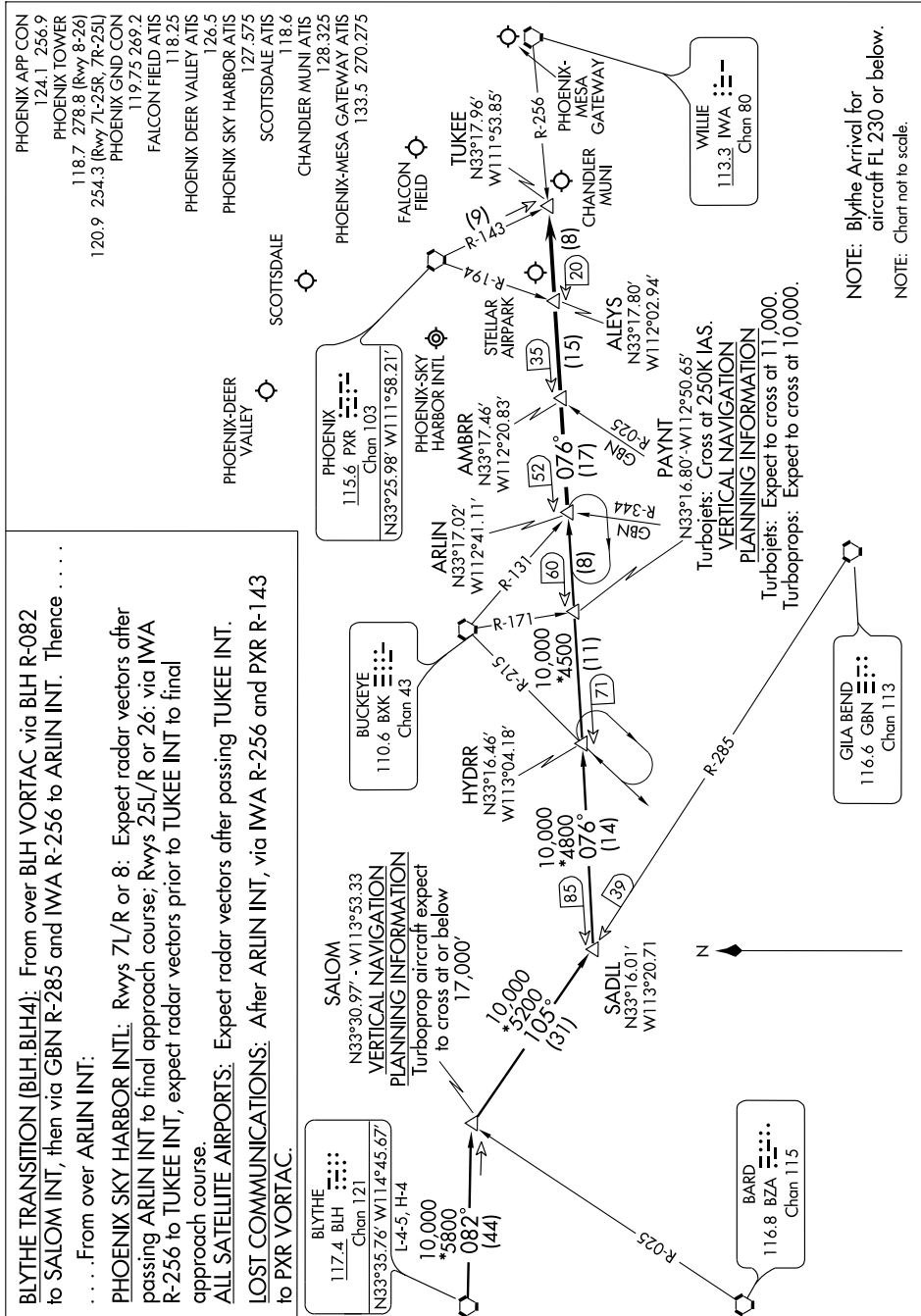
PHOENIX, ARIZONA



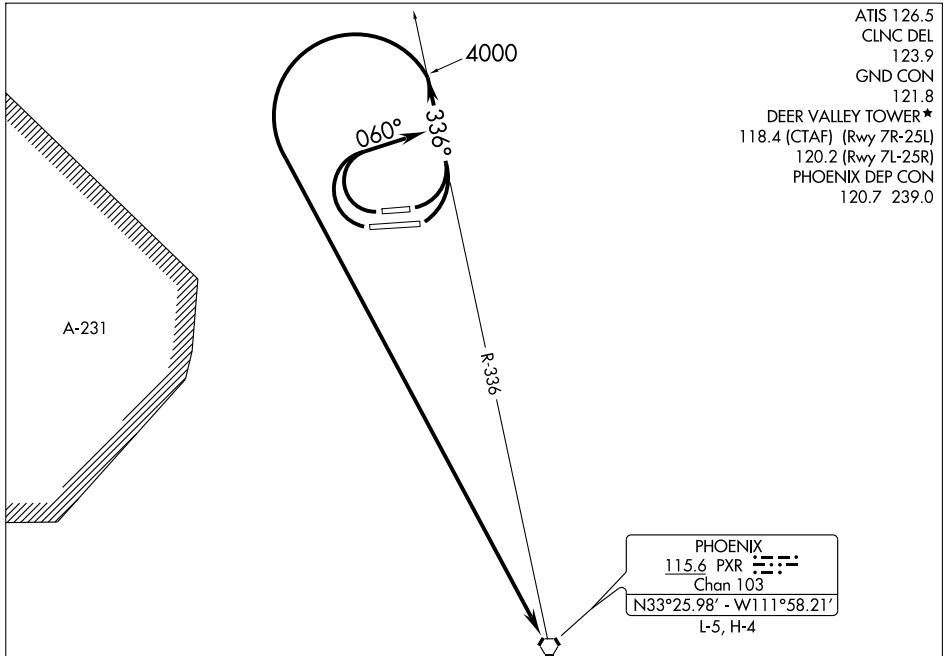
BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



DEERVALLEY ONE DEPARTURE (OBSTACLE)

**TAKE-OFF MINIMUMS**

Rwy 7L: Standard with minimum climb of 565' per NM to 2800, or 1000-3 with minimum climb of 370' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 7R: 500-1¼ with minimum climb of 488' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25R: Standard with minimum climb of 487' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25L: Standard with minimum climb of 451' per NM to 2800, or 1500-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

RWY 7L: Multiple poles and vegetation beginning 912' from DER, 125' left of centerline, up to 30' AGL/2423' MSL.

Cactus 3824' from DER, 96' right of centerline, 16' AGL/1596' MSL.

Windsock 340' from DER, 354' right of centerline, 9' AGL/1488' MSL.

RWY 7R: Multiple antennas and vegetation beginning 546' from DER, 267' left of centerline, up to 52' AGL/1952' MSL.

Multiple antennas and vegetation beginning 978' from DER, 431' right of centerline, up to 40' AGL/1609' MSL.

RWY 25R: Multiple antennas beginning 1.4 NM from DER, 1847' right of centerline, up to 96' AGL/1806' MSL.

RWY 25L: Pole 1127' from DER, 498' right of centerline, 36' AGL/1475' MSL.

Pole 1184' from DER, 495' left of centerline, 32' AGL/1471' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

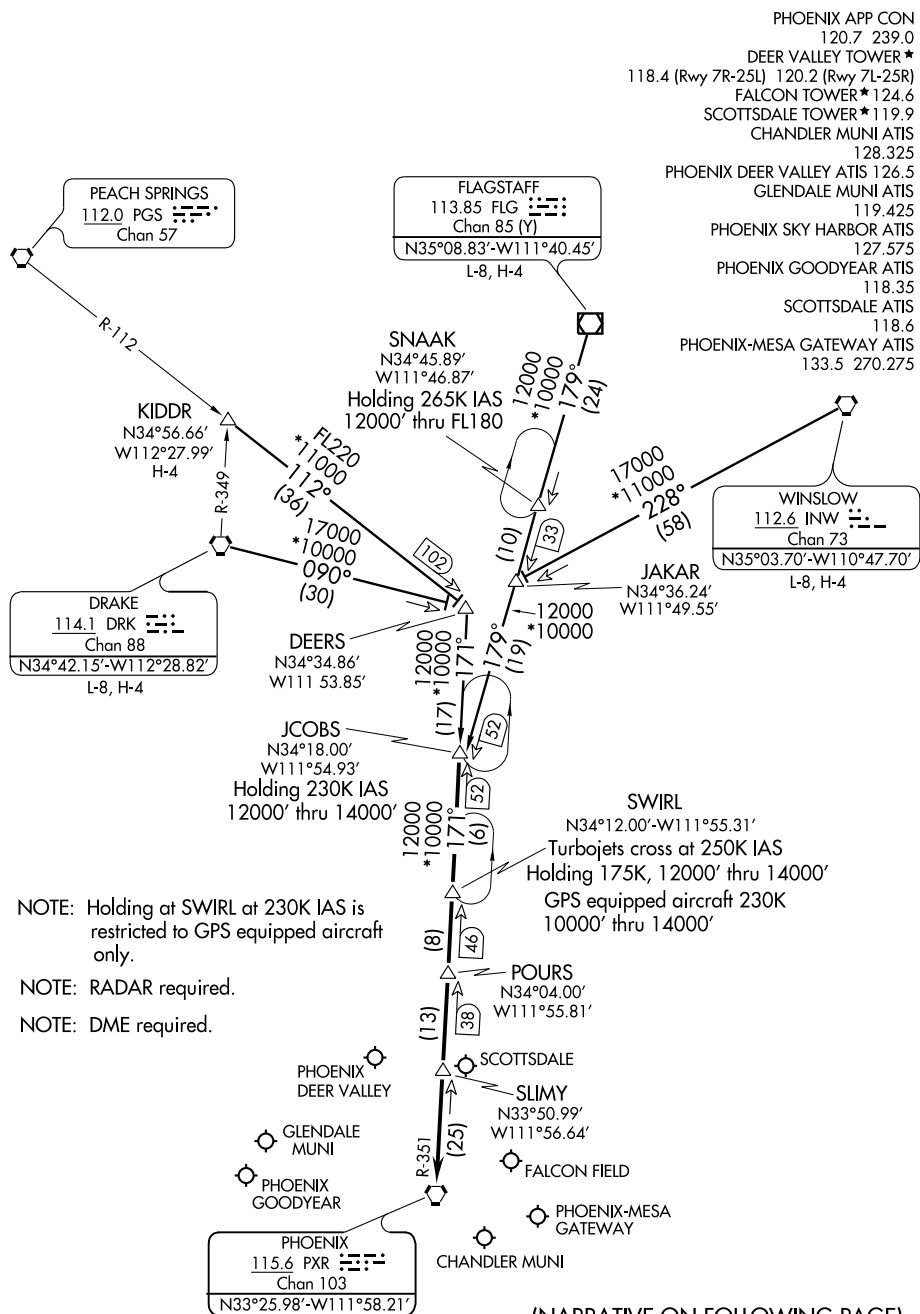
TAKE-OFF RUNWAYS 7L/R: Climbing left turn via PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

TAKE-OFF RUNWAYS 25L/R: Climbing right turn via heading 060° and PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

....climbing left turn direct PXR VORTAC.

JCOPS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

APP CRS	Rwy Idg	N/A
254°	TDZE	N/A
	Apt Elev	1478

RNAV (GPS)-B PHOENIX DEER VALLEY (DVT)

▼ DME/DME RNP-0.3 NA.
▲ When VGSI inop, circling to Rwy 25R NA at night.
Circling not authorized at night north of Rwy 7R-25L.
If local altimeter setting not received, use Phoenix Sky Harbor
Intl altimeter setting and increase all MDAs 100 feet.

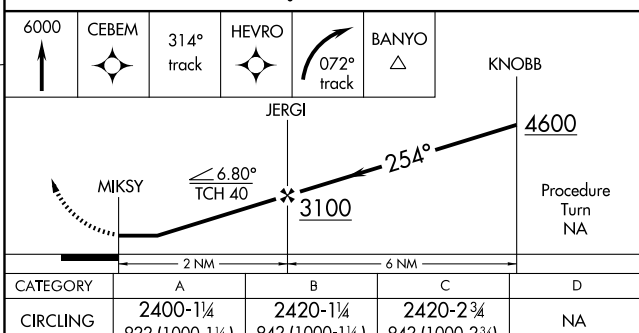
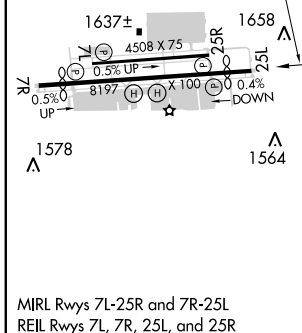
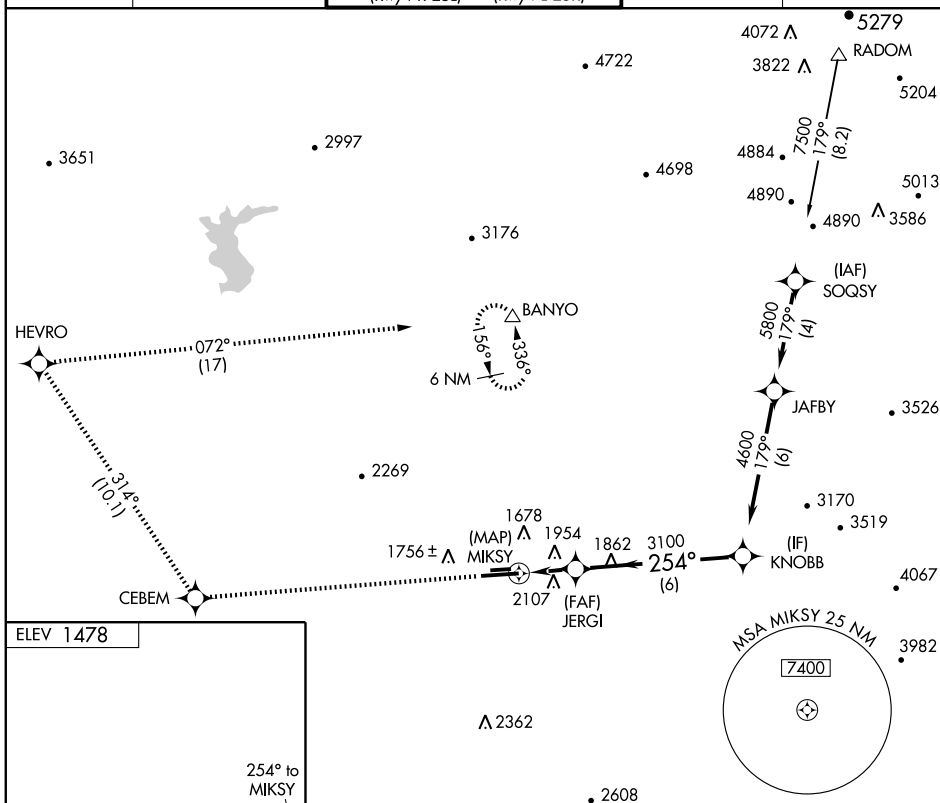
MISSED APPROACH: Climb to 6000 direct CEBEM and via 314° track to HEVRO, and right turn via 072° track to BANYO and hold.

ATIS
126.5

PHOENIX APP CON
120.7 239.0

DEER VALLEY TOWER ★	
118.4 (CTAF)	120.2
(Rwy 7R-25L)	(Rwy 7L-25R)

GND CON
121.8

CLNC DEL
123.9

APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	1478

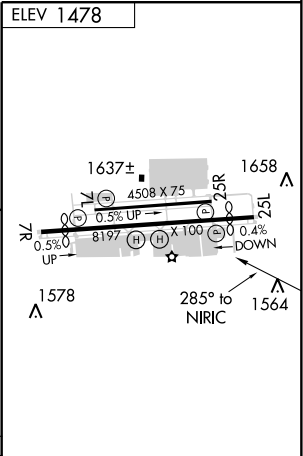
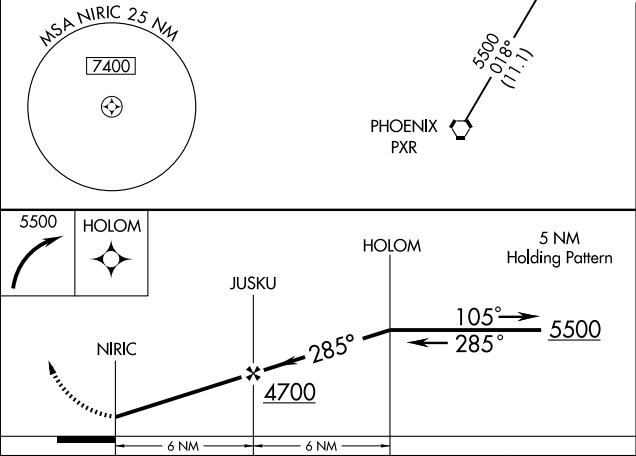
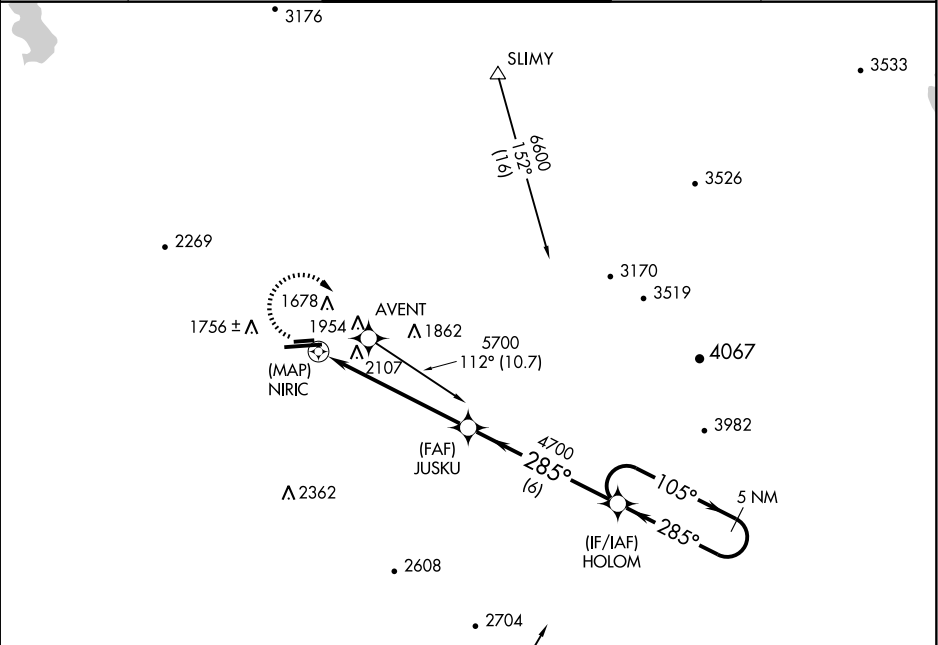
RNAV (GPS)-C
PHOENIX DEER VALLEY (DVT)

⚠ DME/DME RNP-0.3 NA.

⚠ Circling not authorized north of Rwy 7R-25L at night.
When VGSI inoperative, circling to Rwy 25R not authorized at night.

MISSED APPROACH: Climbing right turn to 5500 direct
HOLOM and hold, continue climb-in-hold to 5500.

ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER ★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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CATEGORY	A	B	C	D
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2480-3 1002 (1100-3)

MIRL Rwy 7L-25R and 7R-25L
REIL Rwy 7L, 7R, 25L, and 25R

▼

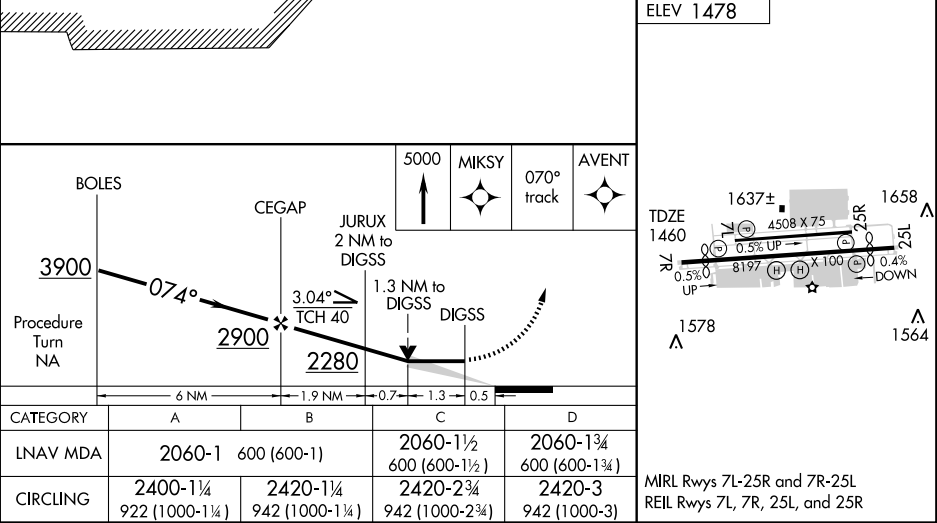
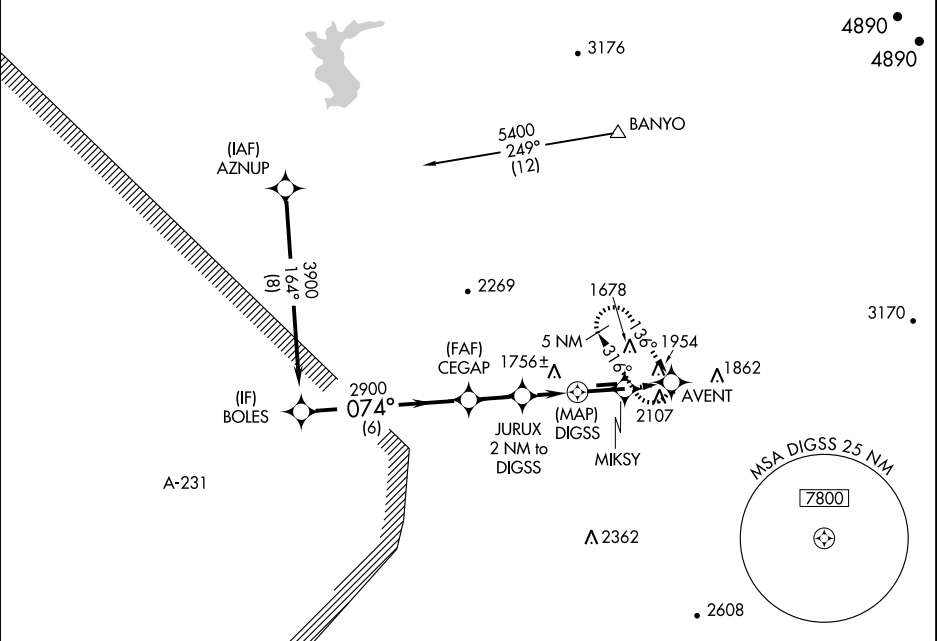
DME/DME RNP-0.3 NA.

▲

Circling not authorized north of Rwy 7R-25L at night.
When VGS1 inoperative, circling to Rwy 25R not authorized at night.

MISSED APPROACH: Climb to 5000 direct MIKSY and via 070° track to AVENT and hold, continue climb-in-hold to 5000.

ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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WAAS CH 90117 W25A	APP CRS 254°	Rwy Idg 7280 TDZE 1475 Apt Elev 1478
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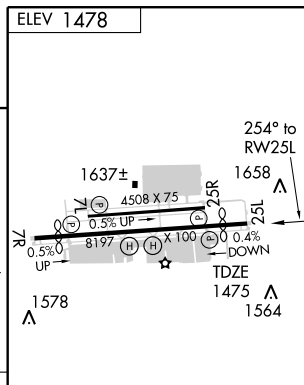
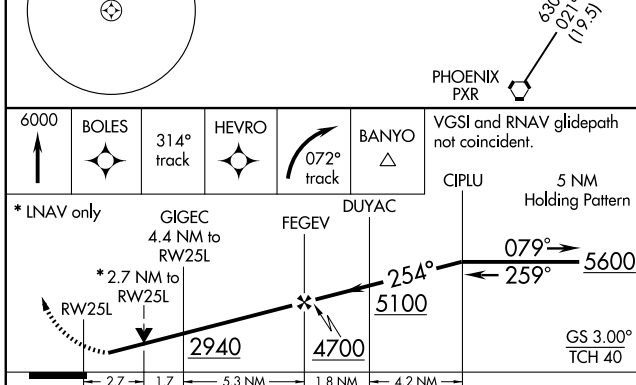
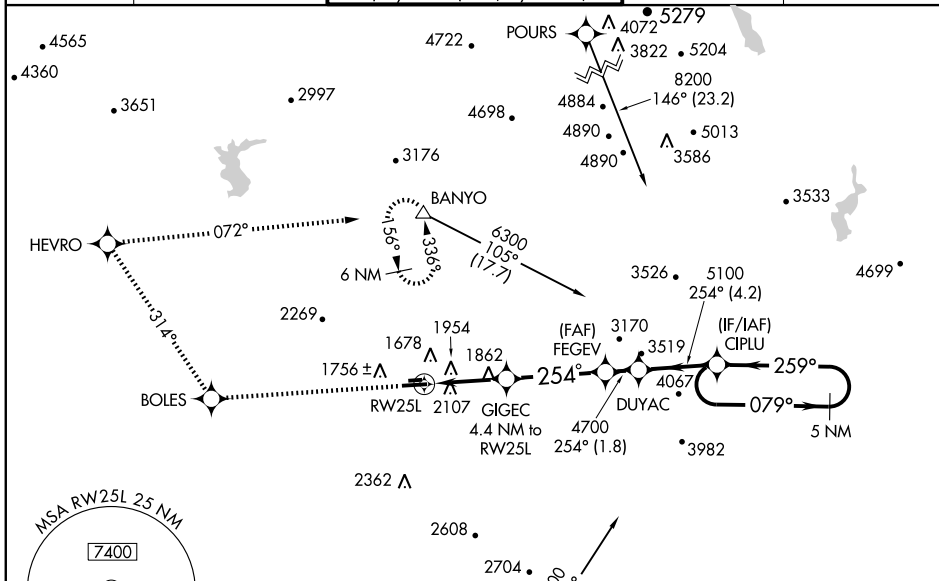
RNAV (GPS) RWY 25L

PHOENIX DEER VALLEY (DVT)

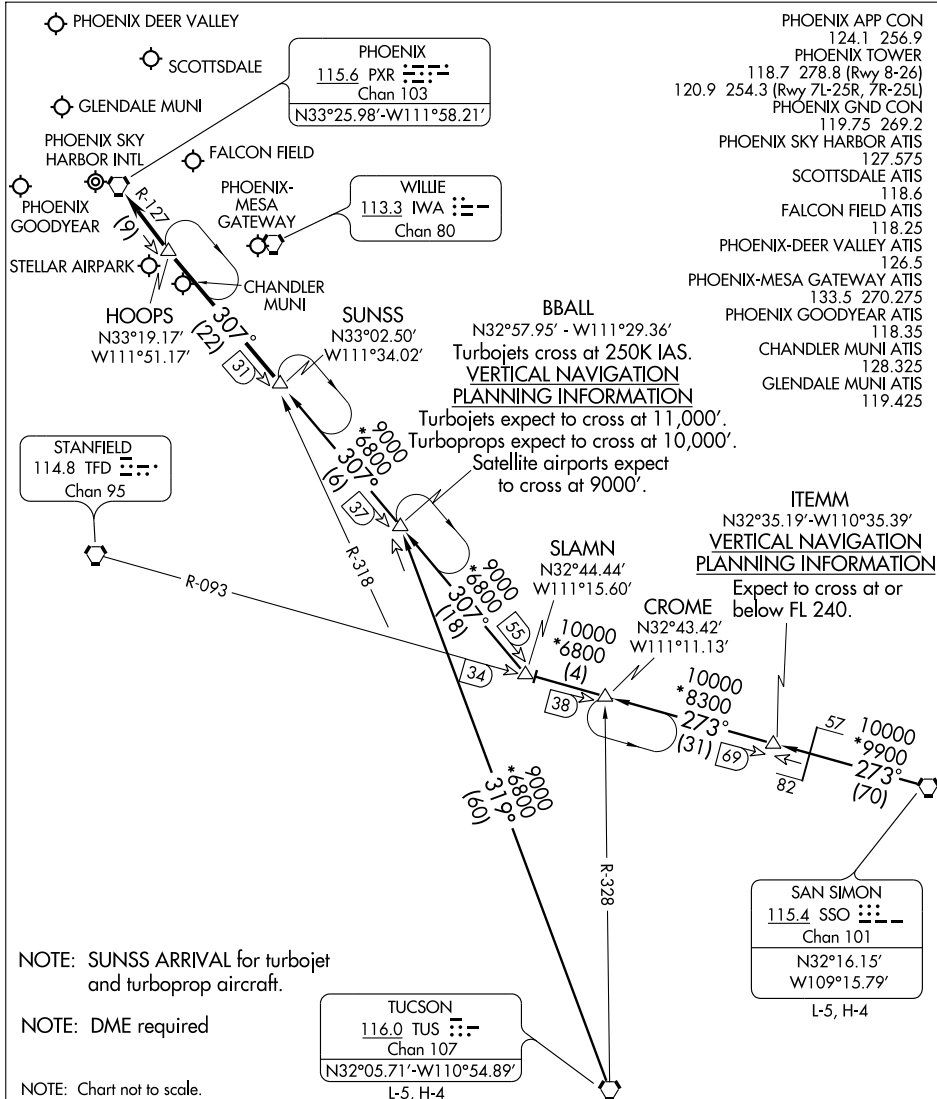
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ Circling not authorized north of Rwy 7R-25L at night.
When VGSi inoperative, circling to Rwy 25R not authorized at night.
If local altimeter setting not received, use Phoenix Sky Harbor
Intl altimeter setting and increase all DAs/MDAs 100 feet.
VDP NA when using Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct BOLES, and via 314° track to HEVRO, and right turn via 072° track to BANYO and hold.

ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER ★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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MIRL Rwy 7L-25R and 7R-25L
REIL Rwy 7L, 7R, 25L, and 25R



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

AIRPORT DIAGRAM

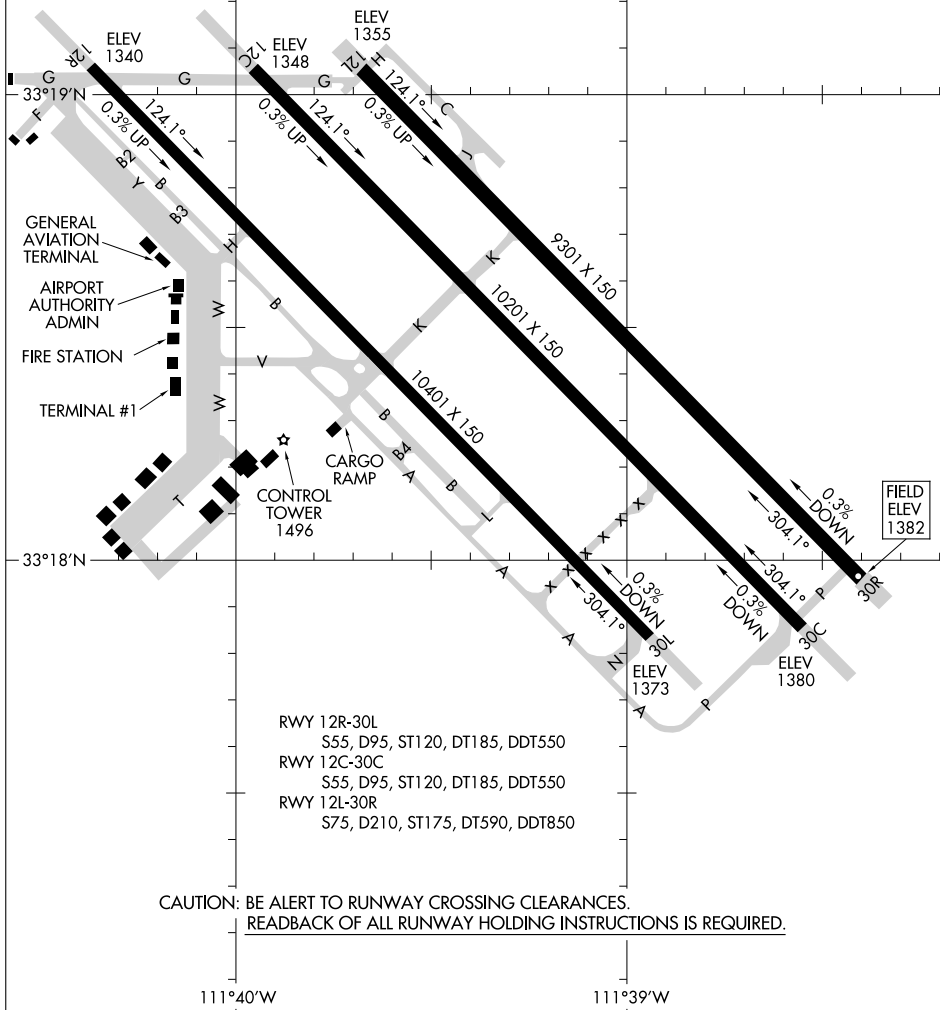
AL-74 (FAA)

PHOENIX-MESA GATEWAY (IWA)
PHOENIX, ARIZONA

ATIS
133.5 270.275
GATEWAY TOWER ★
120.6 (CTAF) 289.4 WEST
124.75 379.225 EAST
GND CON
128.25 275.8
CLNC DEL
135.05

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

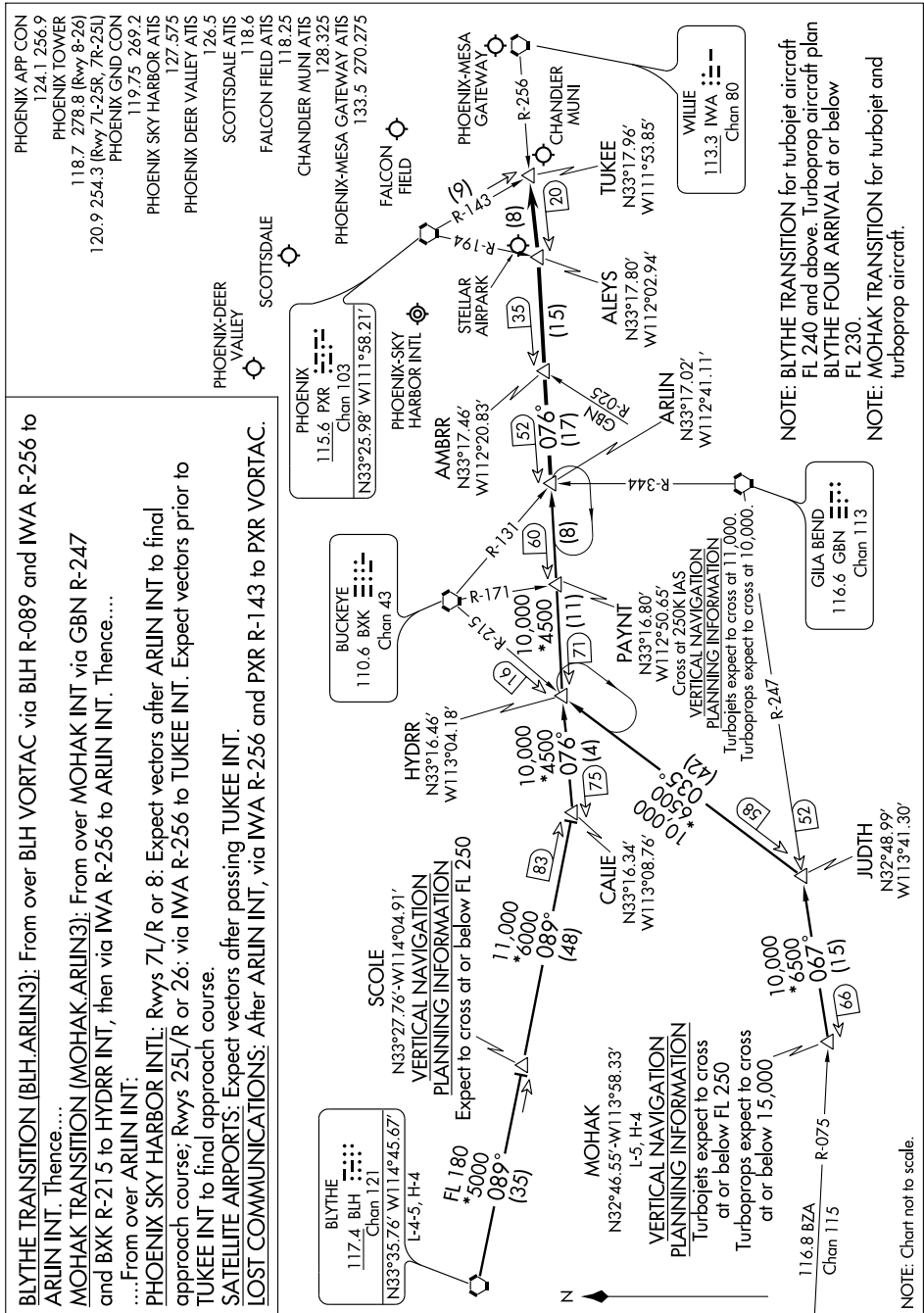
VAR 11.5° E



ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



BLYTHE FOUR ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA

...
BLYTHE TRANSITION (BLH,BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence
... From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwy's 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

BLYTHE
 117.4 BLH
 Chan 121
 N33°30.97' - W113°53.33
 SALOM
 PHOENIX
 115.6 PXR
 PHOENIX-MESA GATEWAY ATIS
 133.5 270 275
 BUCKEYE
 PHOENIX
 128.325
 CHANDLER WINDPARK
 128.325

BUCKEYE
110.6 BXK
Chan 43

PHOENIX
115.6 PXR
Chan 103

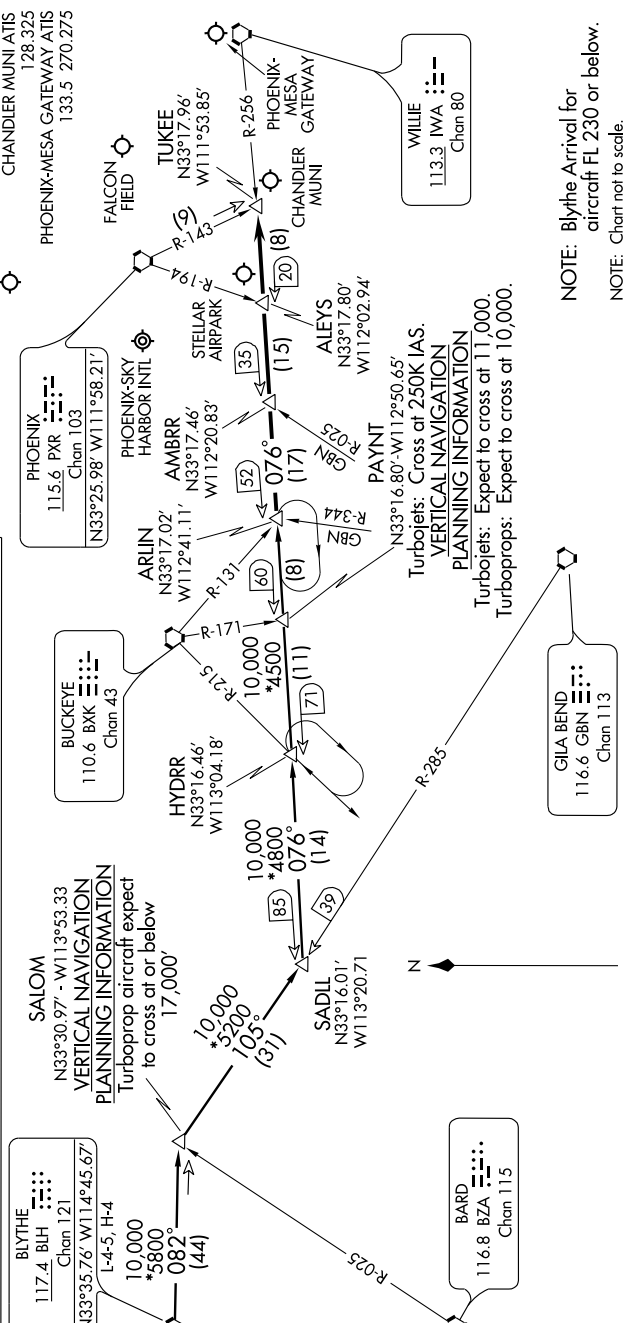
WILLIE
113.3 WA :-
Chan 80

GILA BEND
116.6 GBN
Chan 113

BARD
116.8 BZA
Chan 115

NOTE: Blythe Arrival for aircraft FL 230 or below.

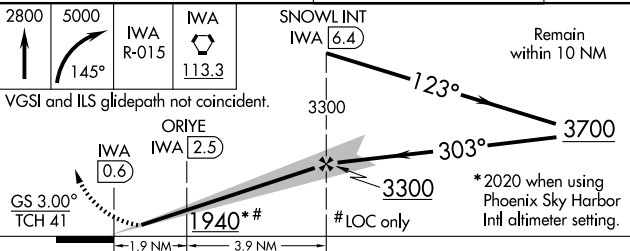
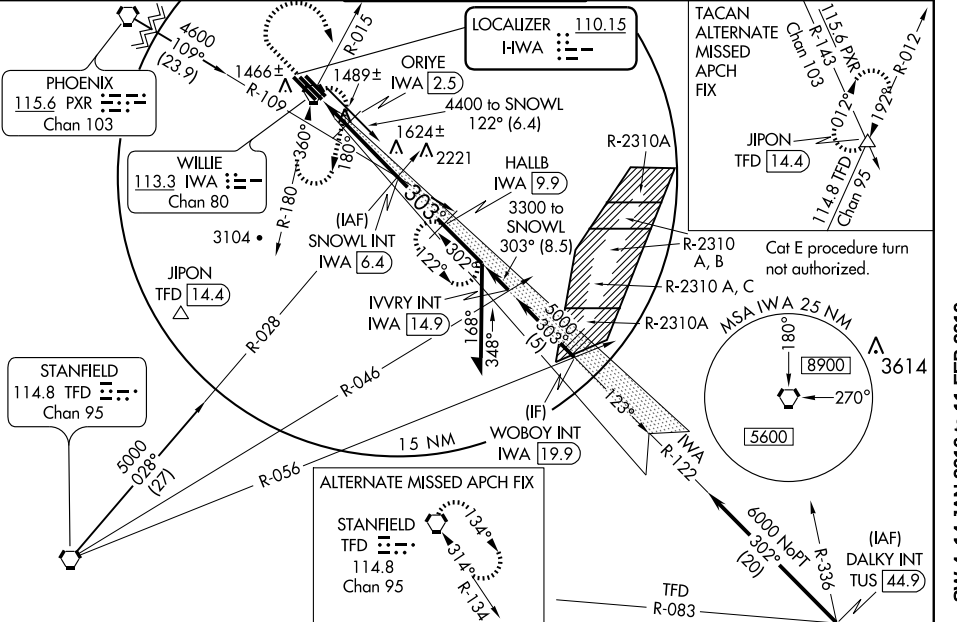
NOTE: Chart not to scale.



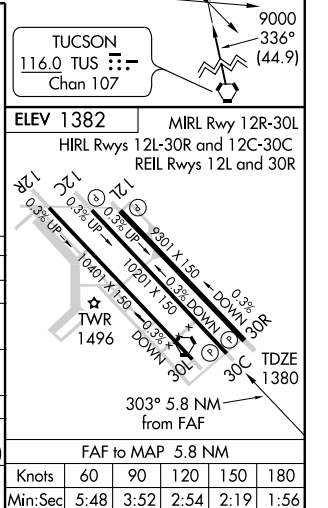
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 30C, S-LOC 30C all Cats visibility ¼ mile, circling Cats A/B/C visibility ½ mile, Cat E ½ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB/9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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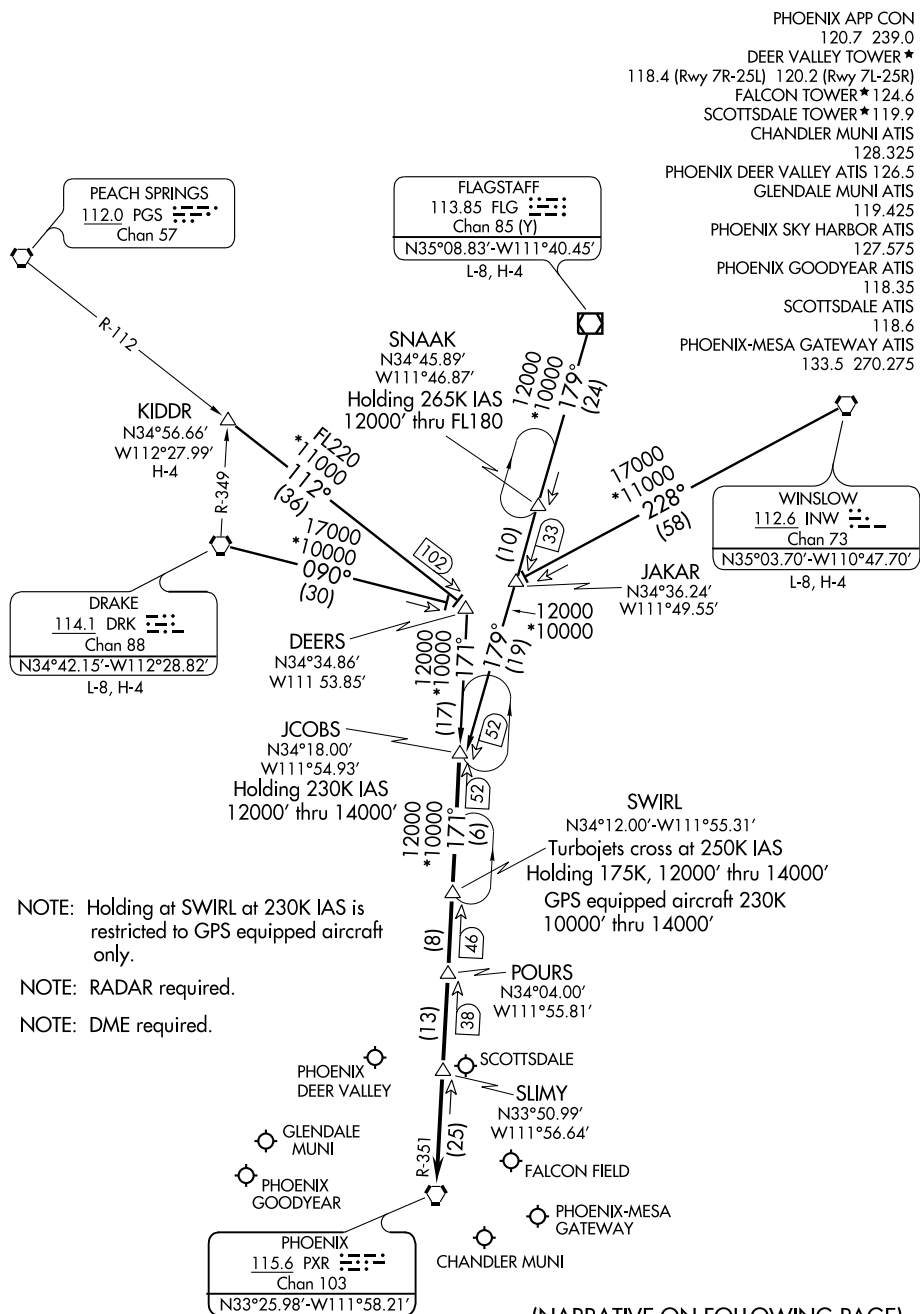


CATEGORY	A	B	C	D	E
S-ILS 30C	1580-¾ 200 (200-¾)				
S-LOC 30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
ORIYE FIX MINIMUMS					
S-LOC 30C	1800-1	420 (500-1)	1800-1¼ 420 (500-1¼)	1800-1½ 420 (500-1½)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

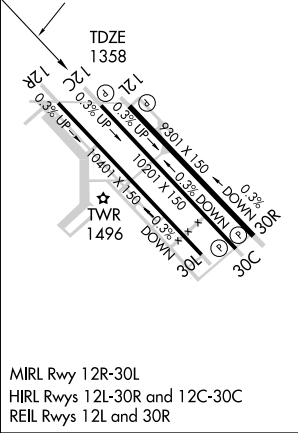
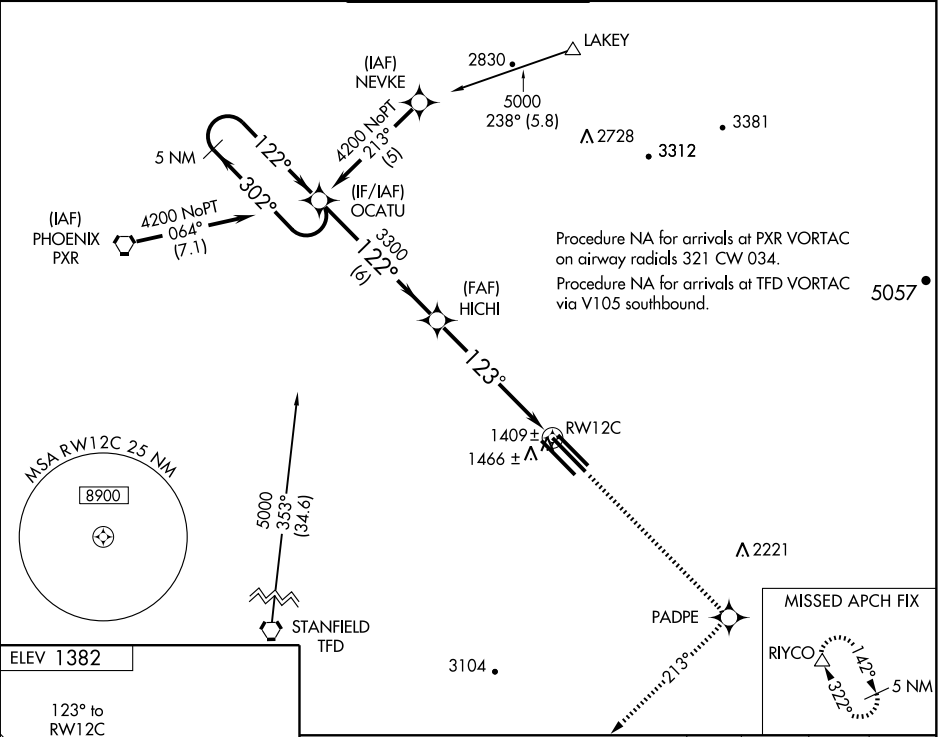
WAAS CH 58200 W12A	APP CRS 123°	Rwy Idg 10201 TDZE 1358 Apt Elev 1382
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RNAV (GPS) RWY 12C

PHOENIX-MESA GATEWAY (IWA)

▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).	MISSED APPROACH: Climb to 5000 direct PADPE and via 213° track to RIYCO and hold.
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ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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5 NM Holding Pattern		OCATU		HICHI		5000 ↑		PADPE ✦		213° track		RIYCO △	
4200		← 302° 122° →		122°		3300		123°		* 1.1 NM to RW12C		* LNAV only	
GS 3.00° TCH 50				6 NM		4.8 NM		1.1		RW12C			
CATEGORY		A		B		C		D		E			
LPV DA						1608-1 250 (300-1)							
LNAV/VNAV DA						1685-1¼ 327 (400-1¼)							
LNAV MDA		1740-1 382 (400-1)						1740-1¼ 382 (400-1¼)					
CIRCLING		1800-1¼ 418 (500-1¼)		1840-1¼ 458 (500-1¼)		1840-1½ 458 (500-1½)				1940-2 558 (600-2)			

MIRL Rwy 12R-30L
HIRL Rwy 12L-30R and 12C-30C
REIL Rwy 12L and 30R

AL-74 (FAA)

RNAV (GPS) RWY 12R

PHOENIX-MESA GATEWAY (IWA)

APP CRS	Rwy Idg	10401
123°	TDZE	1373
	Apt Elev	1382

T When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.

A NA VDP NA with Phoenix Sky Harbor Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4200 direct GEJRI WP and hold.

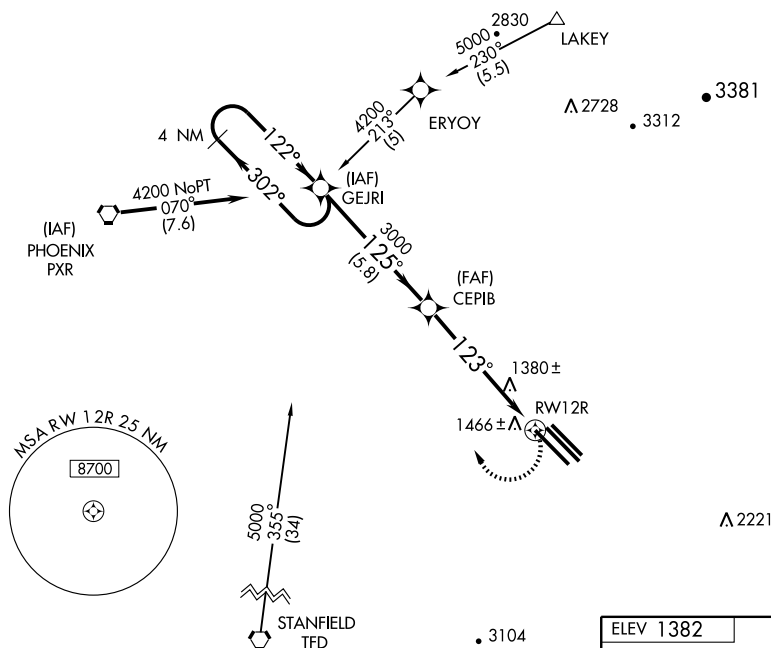
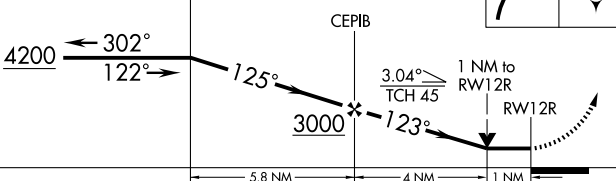
ATIS
133.5 270.275

PHOENIX APP CON
124.9 353.8

GATEWAY TOWER ★
120.6 (CTAF) **289.4** (WEST)
124.75 **379.225** (EAST)

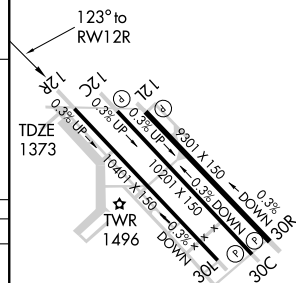
GND CON
128.25 275.8

CLNC DEL
135.05

4 NM
Holding Pattern

CATEGORY	A		B	C	D	E
RNAV MDA	1720-1 347 (400-1)				1720-1½ 347 (400-1½)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)		
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS						
RNAV MDA	1800-1 427 (500-1)		1800-1½ 427 (500-1½)	1800-1½ 427 (500-1½)		
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1½ 538 (600-1½)	1940-2 558 (600-2)	2000-2½ 618 (700-2½)	

ELEV 1382



MIRL Rwy 12R-30L
HIRL Rwys 12L-30R and 12C-30C
REIL Rwys 12L and 30R

SW-4. 14 JAN 2010 to 11 FEB 2010

WAAS CH 62911 W30A	APP CRS 303°	Rwy Idg 10201 TDZE 1380 Apt Elev 1382
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RNAV (GPS) RWY 30C

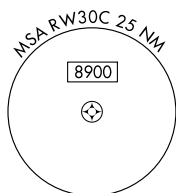
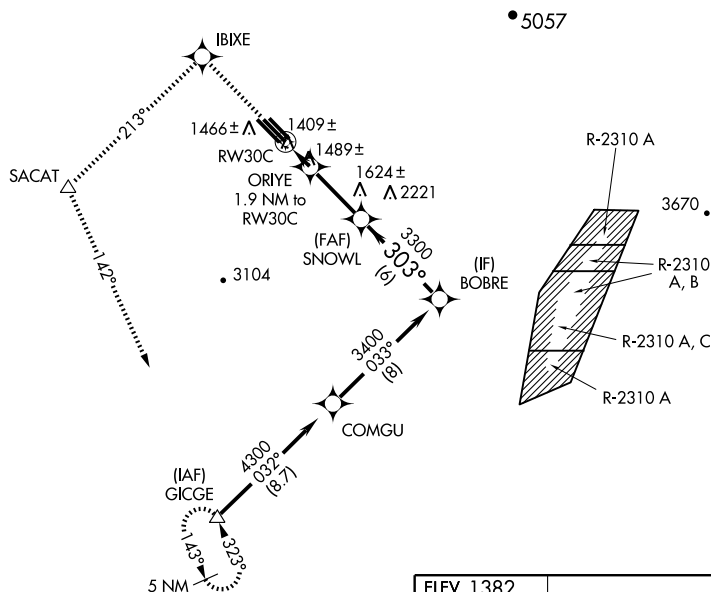
PHOENIX-MESA GATEWAY (IWA)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

A When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet and increase LPV, LNAV/VNAV, LNAV all Cats visibility ¼ mile, increase circling Cat A/B/C visibility ¼ mile, Cat E ½ mile. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting.

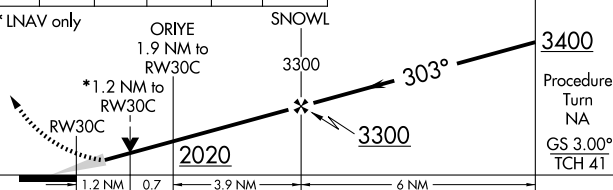
MISSED APPROACH: Climb to 5000
direct IBXE and via 213° track to SACAT
and 142° track to GICGE and hold.

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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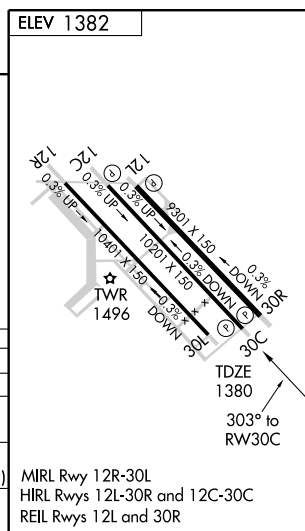


5000 ↑	IBIXE 	213° track	SACAT △	142° track	GICGE △	VGSI and RNAV glidepath not coincident.	BOBRE
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* LNAV only



CATEGORY	A	B	C	D	E
LPV DA	1630-1 250 (300-1)				
LNAV/VNAV DA	1680-1 300 (300-1)				
LNAV MDA	1800-1 420 (500-1)	1800-1¼ 420 (500-1¼)			1800-1½ 420 (500-1½)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



APP CRS
303°

Rwy Idg **10401**
TDZE **1373**
Apt Elev **1382**

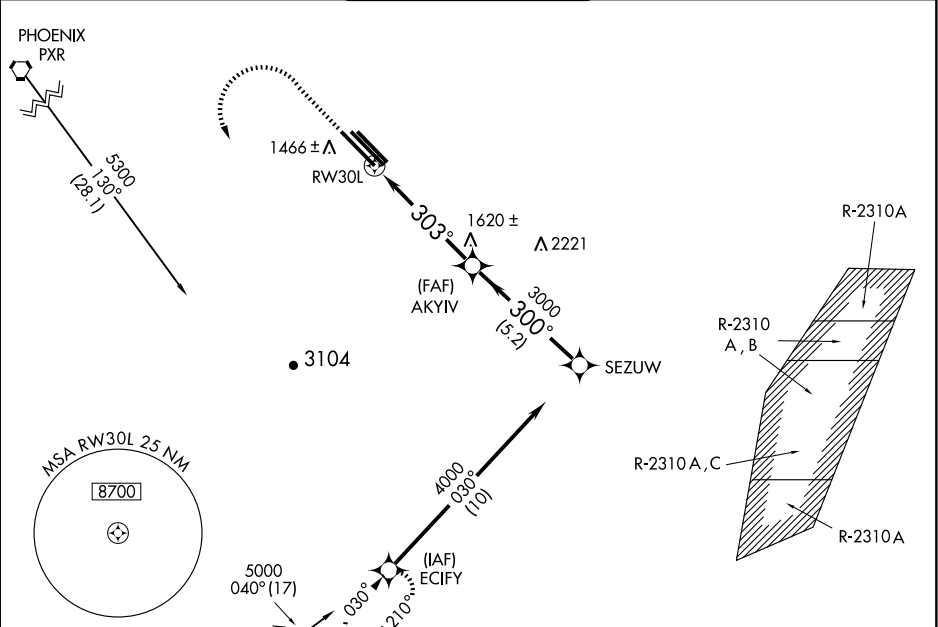
RNAV (GPS) RWY 30L

PHOENIX-MESA GATEWAY (IWA)

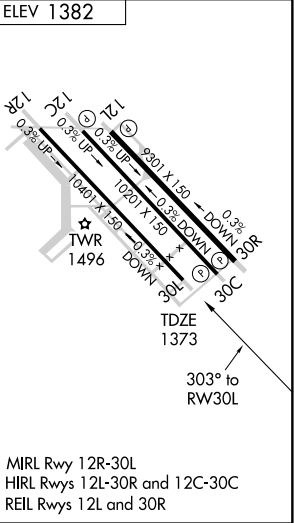
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.
VDP NA with Phoenix Sky Harbor Intl altimeter setting.
DME/DME RNP- 0.3 NA.

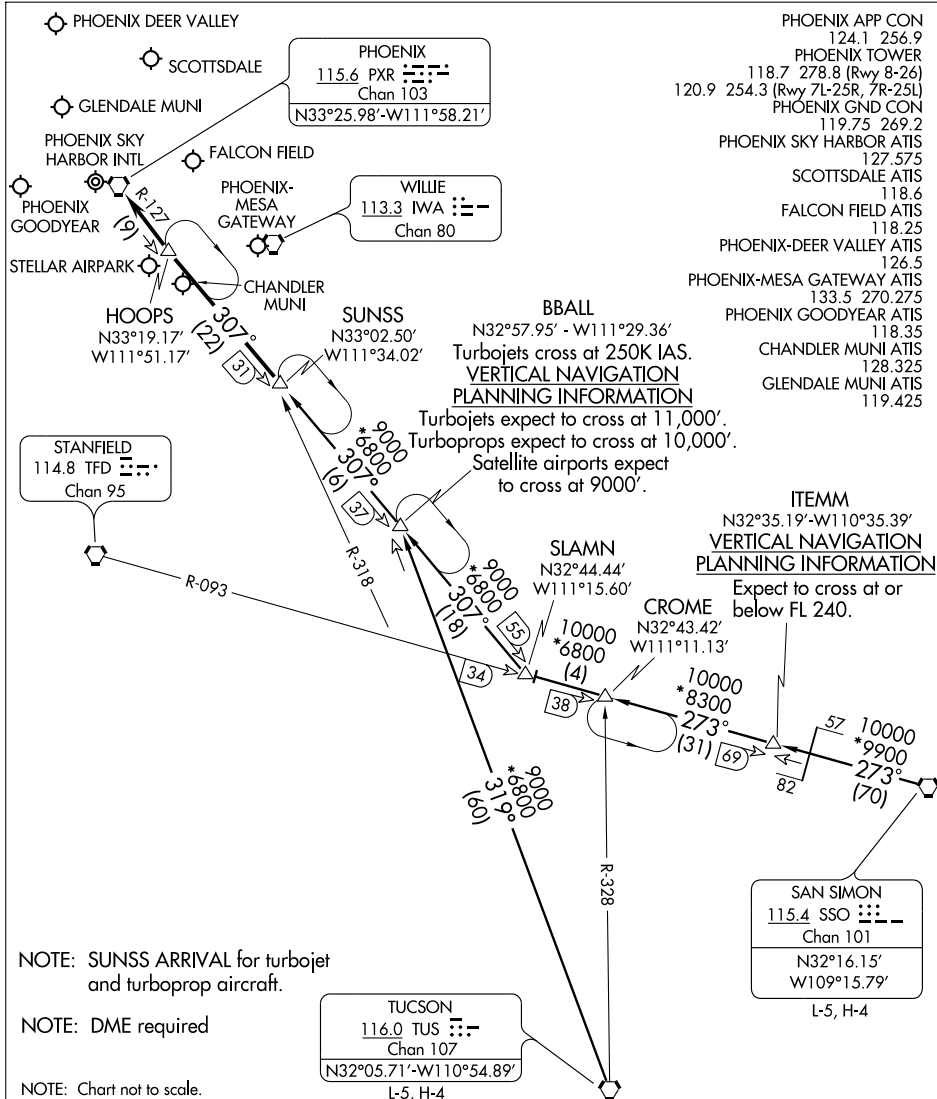
MISSED APPROACH: Climb to 2800 then climbing left turn to 5000 to ECIFY WP and hold.

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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2800 5000 ECIFY					
1.2 NM to RW30L ≤ 2.96° TCH 55 303° 3000 300° 4000 SEZUW Procedure Turn NA 1.2 3.8 NM 5.2 NM					
CATEGORY	A	B	C	D	E
RNAV MDA	1800-1	427 (500-1)	1800-1¼ 427 (500-1¼)	1800-1½	427 (500-1½)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2	558 (600-2)
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS					
RNAV MDA	1880-1	507 (600-1)	1880-1½	507 (600-1½)	1880-1¾ 507 (600-1¾)
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1½ 538 (600-1½)	1940-2 558 (600-2)	2000-2¼ 618 (700-2¼)





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

VORTAC IWA 113.3 Chan 80	APP CRS 302°	Rwy Idg 30C 10201 TDZE 1380 Apt Elev 1382	Rwy Idg 30R 9301 TDZE 1382 Apt Elev 1382
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VOR or TACAN RWY 30C
PHOENIX-MESA GATEWAY (IWA)

▼ When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet, increase S-30C, SIDESTEP 30R all Cats visibility $\frac{1}{4}$ mile, circling Cats A/B/C visibility $\frac{1}{4}$ mile, Cat E $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT 302° inbound).

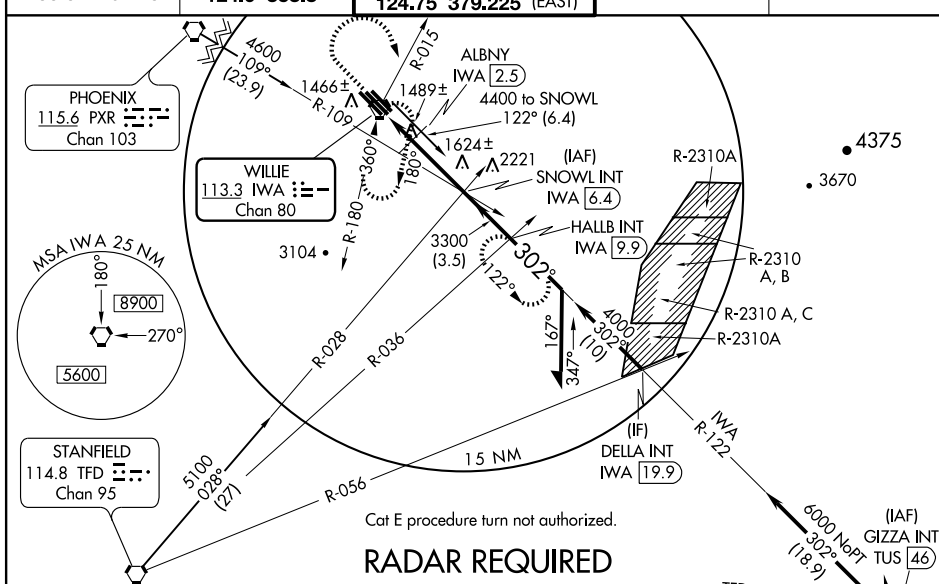
ATIS
133.5 270.275

PHOENIX APP CON
124.9 353.8

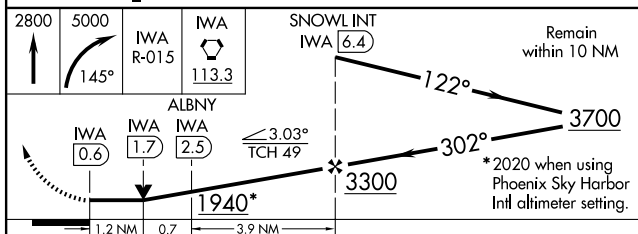
GATEWAY TOWER ★
120.6 (CTAF) **289.4** (WEST)
124.75 **379.225** (EAST)

GND CON
128.25 275.8

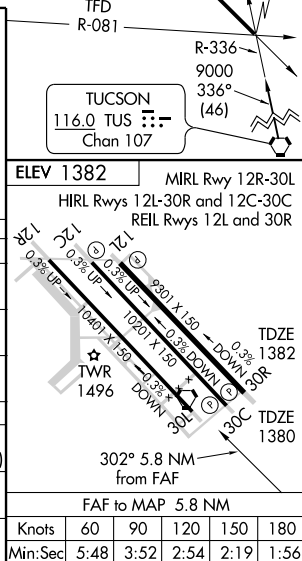
CLNC DEL
135.05



RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
SIDESTEP 30R	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2	558 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
DME MINIMUMS					
S-30C	1800-1	420 (500-1)	1800-1¼	420 (500-1¼)	1800-1½ 420 (500-1½)
SIDESTEP 30R	1800-1	418 (500-1)	1800-1½ 418 (500-1½)	1800-2	418 (500-2)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

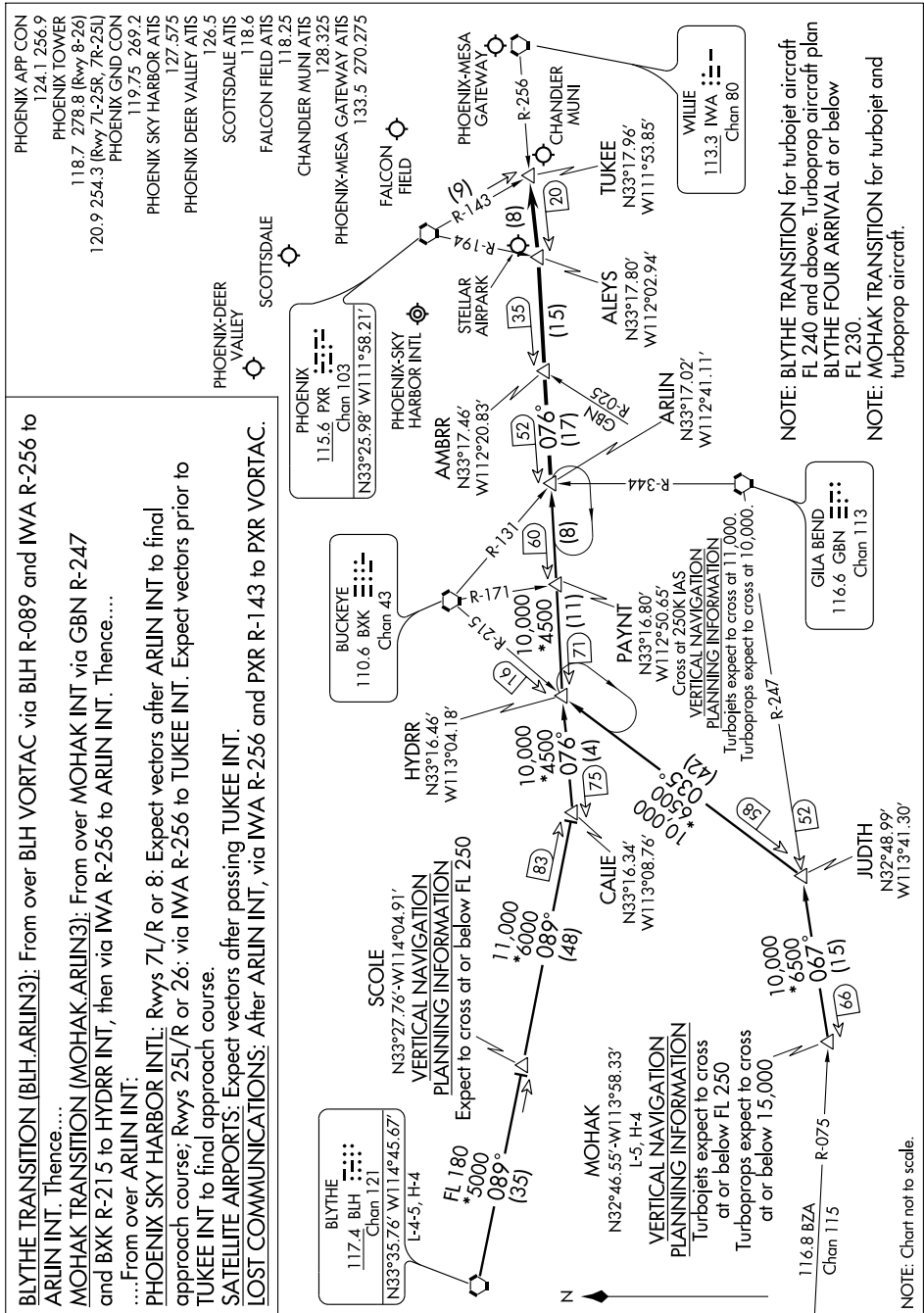




ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



(BARGN1.BARGN) 09127

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

BARGN ONE DEPARTURE (RNAV)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

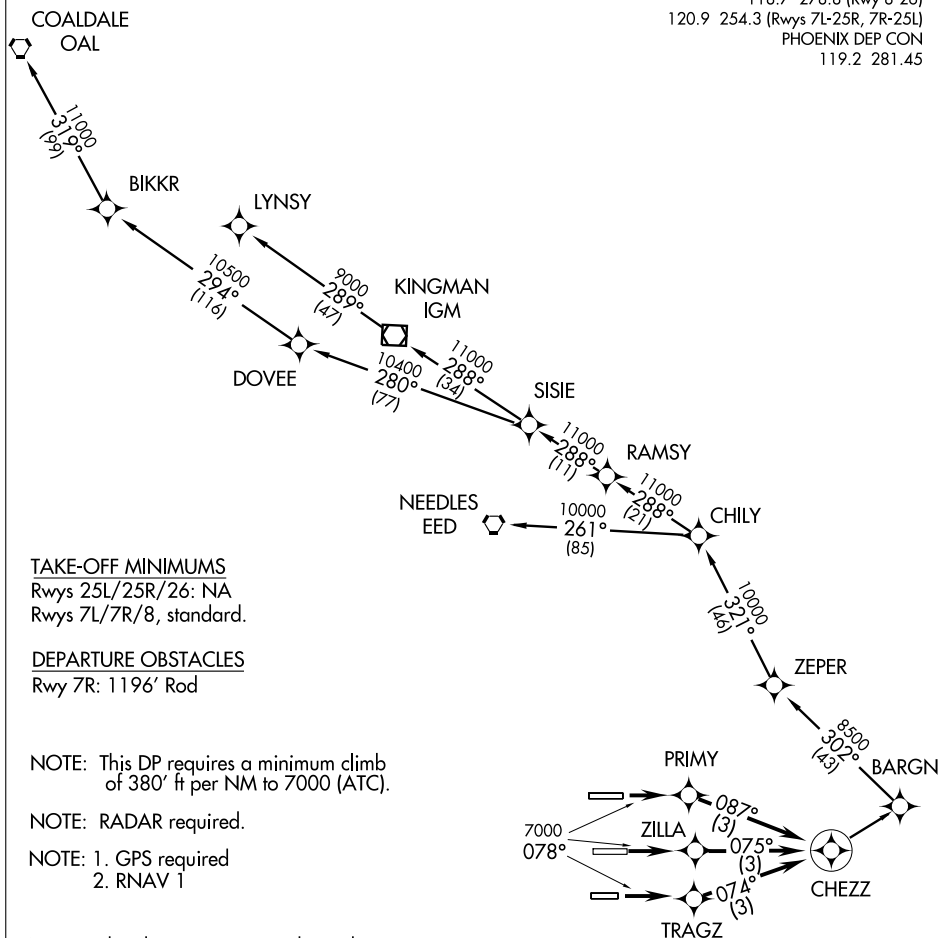
PHOENIX TOWER

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

119.2 281.45



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 14 JAN 2010 to 11 FEB 2010

BARGN ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (BARGN1.OAL)

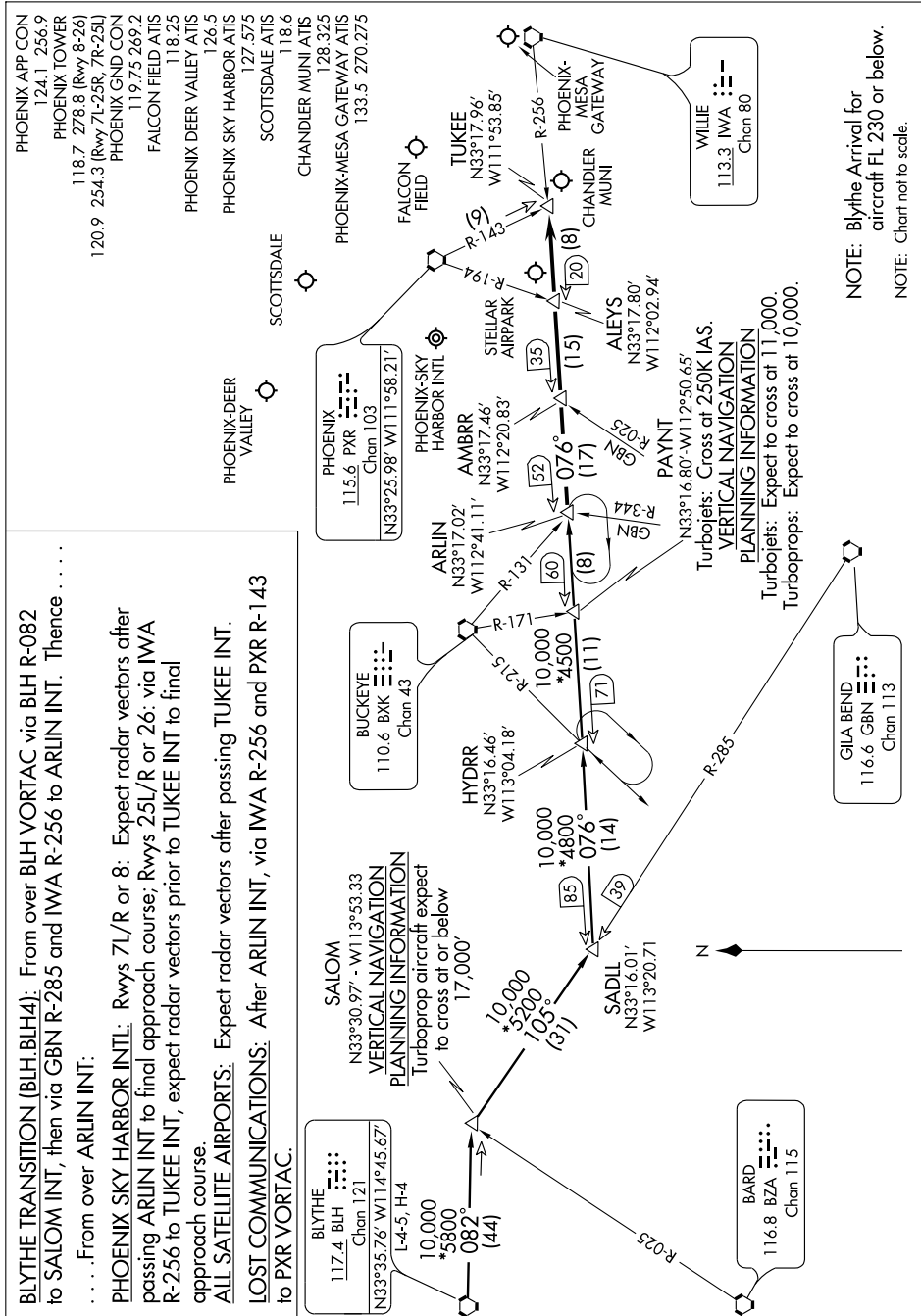
LYNSY TRANSITION (BARGN1.LYNSY)

NEEDLES TRANSITION (BARGN1.EED)

BLYTHE FOUR ARRIVAL

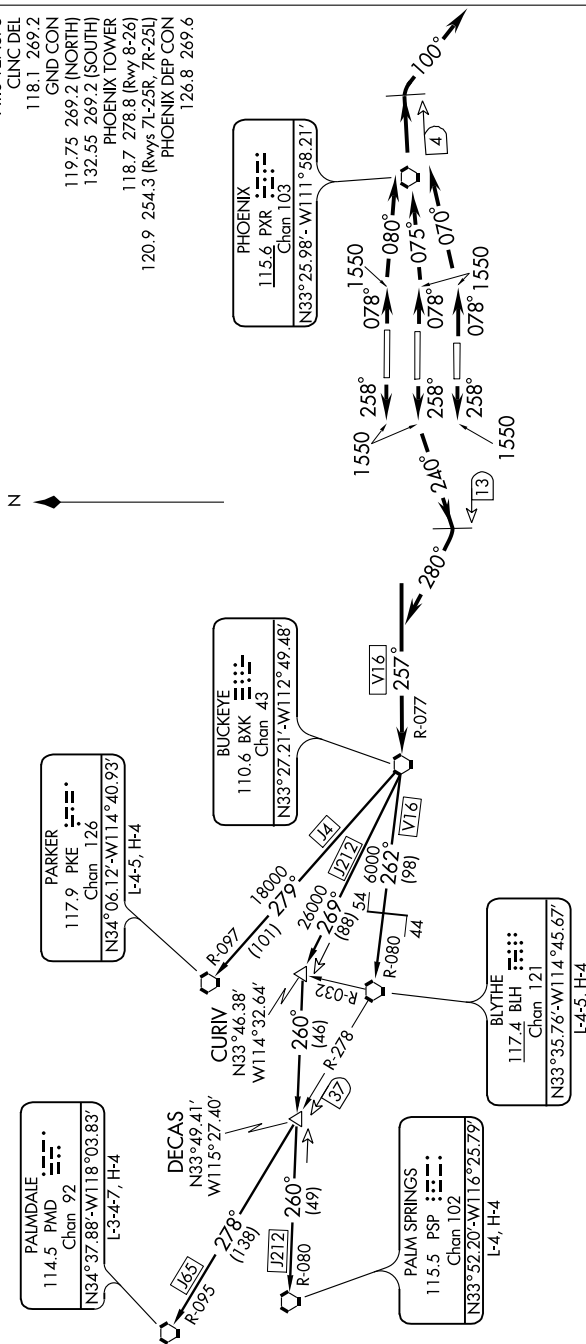
ST-322 (FAA)

PHOENIX, ARIZONA



BUCKEYE TWO DEPARTURE

ATIS 127.575
CLINC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
126.8 269.6



NOTE: Aircraft requesting FL 220 and below must file BLYTHE TRANSITION.

NOTE: BUCKEYE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: Turbojets landing LAX, file PARKER TRANSITION.

NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
requesting FL240 and above, file PALMDALE or PALM SPRINGS TRANSITION.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

(NOTES CONTINUED ON FOLLOWING PAGE)

((NARRATIVE ON FOLLOWING PAGE))

BUCKEYE TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXX R-077 to BXX VORTAC. Maintain 7000, expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BLTYHE TRANSITION (BXX2.BLH): From over BXX VORTAC via BXX R-262 and BLH R-080 to BLH VORTAC.

PALMDALE TRANSITION (BXX2.PMD): From over BXX VORTAC via BXX R-269 and PSP R-080 to DECAS INT, then via BLH R-278 and PMD R-095 to PMD VORTAC.

PALM SPRINGS TRANSITION (BXX2.PSP): From over BXX VORTAC via BXX R-269 and PSP R-080 to PSP VORTAC.

PARKER TRANSITION (BXX2.PKE): From over BXX VORTAC via BXX R-279 and PKE R-097 to PKE VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 91' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1135' MSL.

Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.

Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, tree 113' from departure end of runway, 294' right of centerline, 24' AGL/1133' MSL.

BUNTR TWO ARRIVAL

ST-322 (FAA)

PHOENIX SKY HARBOR INTL
PHOENIX, ARIZONA

PHOENIX APP CON

128.65 353.8

PHOENIX TOWER

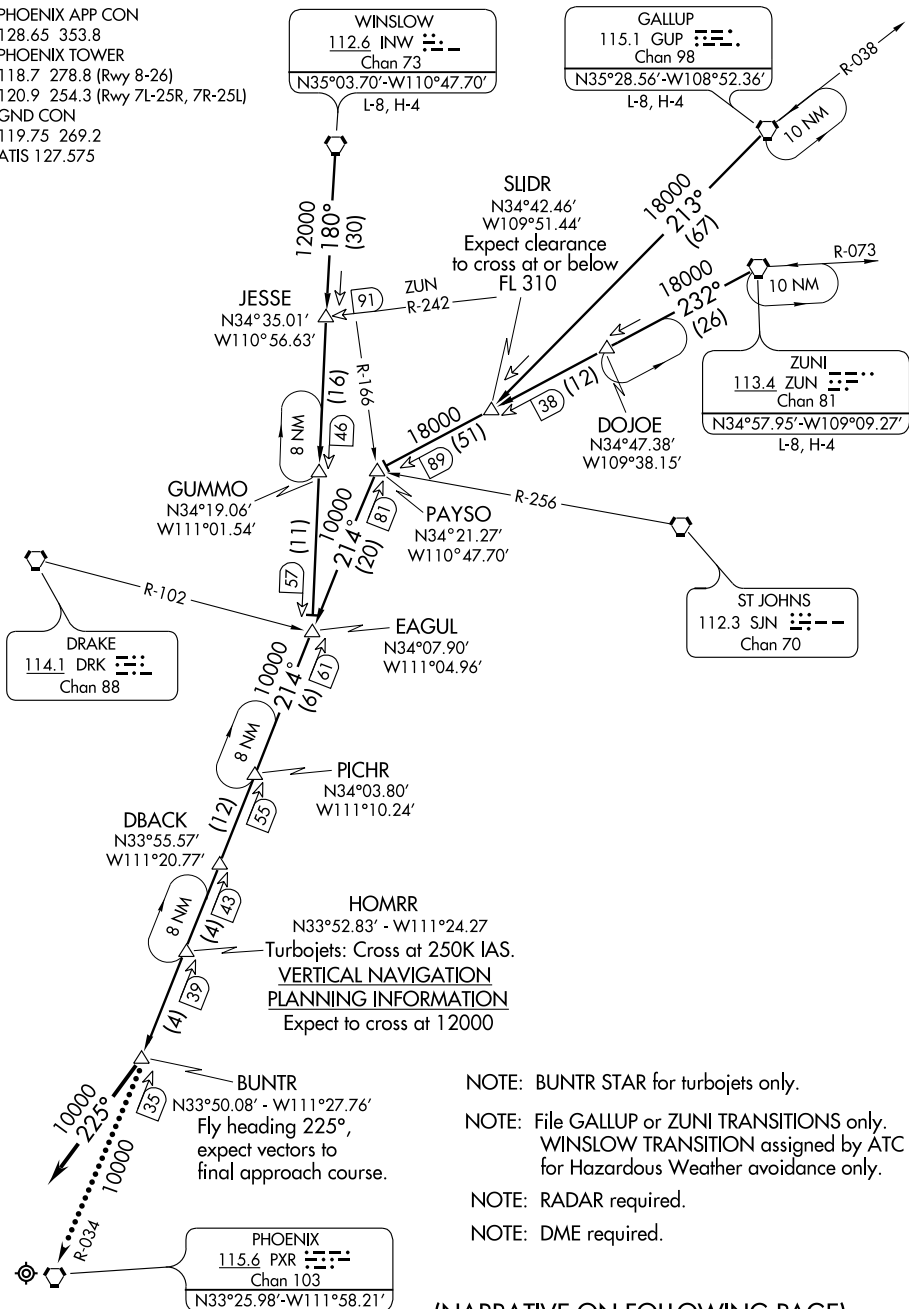
118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON

119.75 269.2

ATIS 127.575



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

GALLUP TRANSITION (GUP.BUNTR2): From over GUP VORTAC via GUP R-213 and ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

WINSLOW TRANSITION (INW.BUNTR2): From over INW VORTAC via INW R-180 to EAGUL INT, then via PXR R-034 to BUNTR INT. Thence. . . .

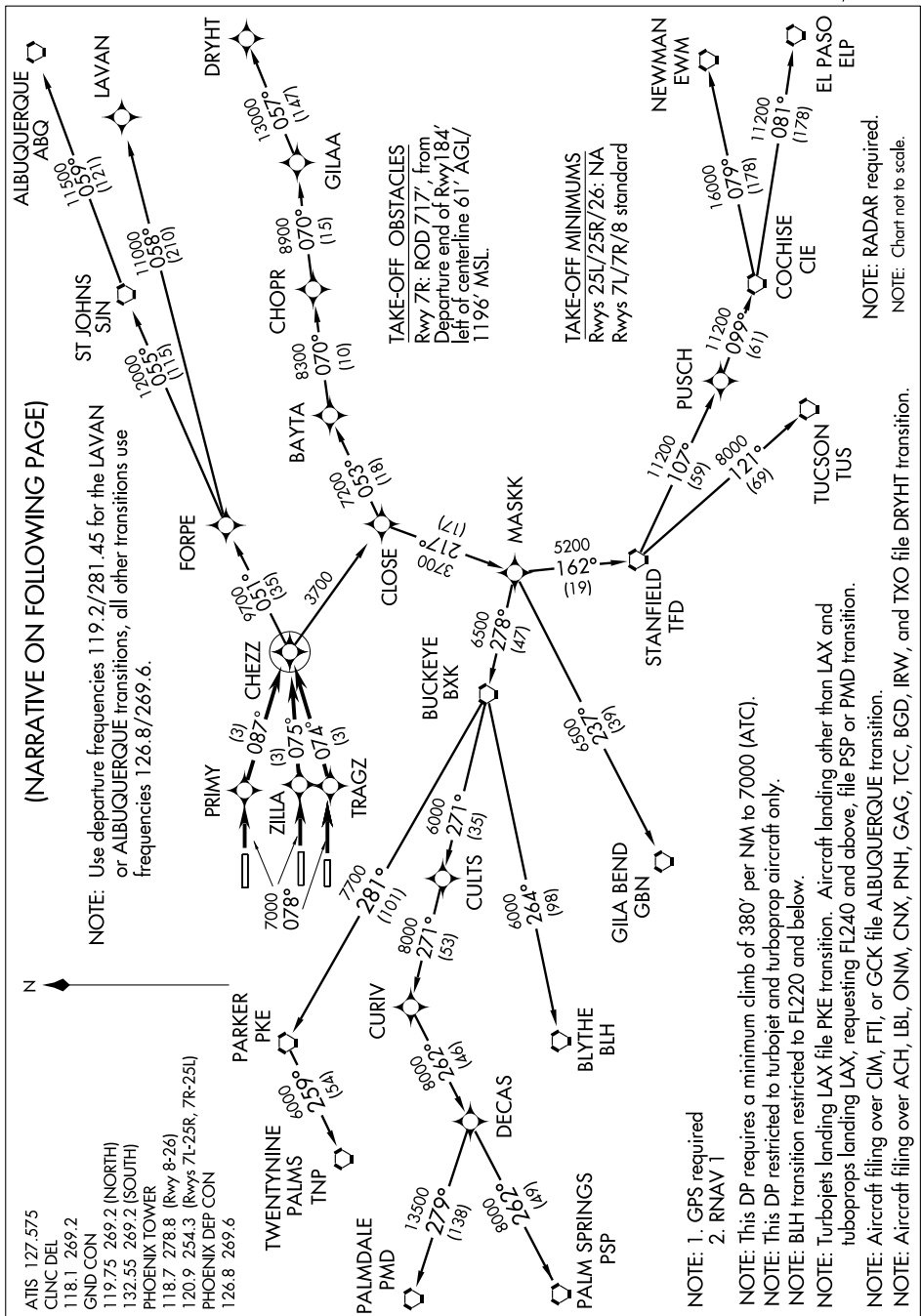
ZUNI TRANSITION (ZUN.BUNTR2): From over ZUN VORTAC via ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

. . . . From over BUNTR INT, fly heading 225°. Expect vectors to Final Approach Course.

LOST COMMUNICATIONS:

After BUNTR INT, proceed direct PXR VORTAC.

CHEZZ TWO DEPARTURE (RNAV)



CHEZZ TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, Thence

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence

. . . . then via (transition) maintain 7000, expect filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (CHEZZ2.ABQ)

BLYTHE TRANSITION (CHEZZ2.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (CHEZZ2.CIE)

DRYHT TRANSITION (CHEZZ2.DRYHT)

EL PASO TRANSITION (CHEZZ2.ELP)

GILA BEND TRANSITION (CHEZZ2.GBN)

LAVAN TRANSITION (CHEZZ2.LAVAN)

NEWMAN TRANSITION (CHEZZ2.EWM)

PALM SPRINGS TRANSITION (CHEZZ2.PSP)

PALMDALE TRANSITION (CHEZZ2.PMD)

PARKER TRANSITION (CHEZZ2.PKE)

STANFIELD TRANSITION (CHEZZ2.TFD)

TUCSON TRANSITION (CHEZZ2.TUS)

TWENTYNINE PALMS TRANSITION (CHEZZ2.TNP)

ATIS 127.575
CINC DEL
118.1 269.2
GND CON
1119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2 281.45

NOTE: CHILY Departure restricted to Turbojet and Turboprop aircraft only.

NOTE: IGM Transition for Turbojets landing LAS Terminal area only.

NOTE: HOBES Transition for Turbojets landing LAS Terminal area only.

7

PEACH SPRINGS
112.0 PGS $\frac{112.0}{100} = 1.12$
Chap 57

KINGMAN 108.8 IGM $\ddot{\text{O}}=\ddot{\text{O}}:$ Chan 25	N35°15.63' W113°56.05'
--	---------------------------

DOVEE
N35°26.85'
W114°48.02'

BEATTY 114.7 BTY --- Chan 94	N36°48.04' W116°44.86'
------------------------------------	---------------------------

FL180
*11000
287
R-104



HOBES

/

L-9, H-4

NOTE: RADAR and DME Required.

—

53

67.07

W113-

NEEDLES	
115.2 EED : -	
Chan 99	
N34°45.96'	
W114°28.45'	

RAMS
N34° 53.4
W113° 08

...

NEEDLES
115.2 EED :
Chan 99
N34°45.96

Max holding airspeed 265KIAS

P 077

L-7, H-4

TAKE-OFF MINIMUMS
Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

TAKE-OFF OBSTACLES

Rwy 25L/25R/26: 1750 building.

DEPARTI IDE OBSTACIES

DLFAKTUUR OBJEKTEN
Bijv. 71 / 7P / 8: 1475 Mountain peak

Rwy 251/25B/26: 3047 tower

NARRATIVE ON FOLLOWING PAGE)

SW-4. 14 JAN 2010 to 11 FEB 2010

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

....maintain 7000. Expect radar vectors to PXR R-321 to ZEPER INT then CHILY INT. Then via (transition). Expect filed altitude 3 minutes after departure.

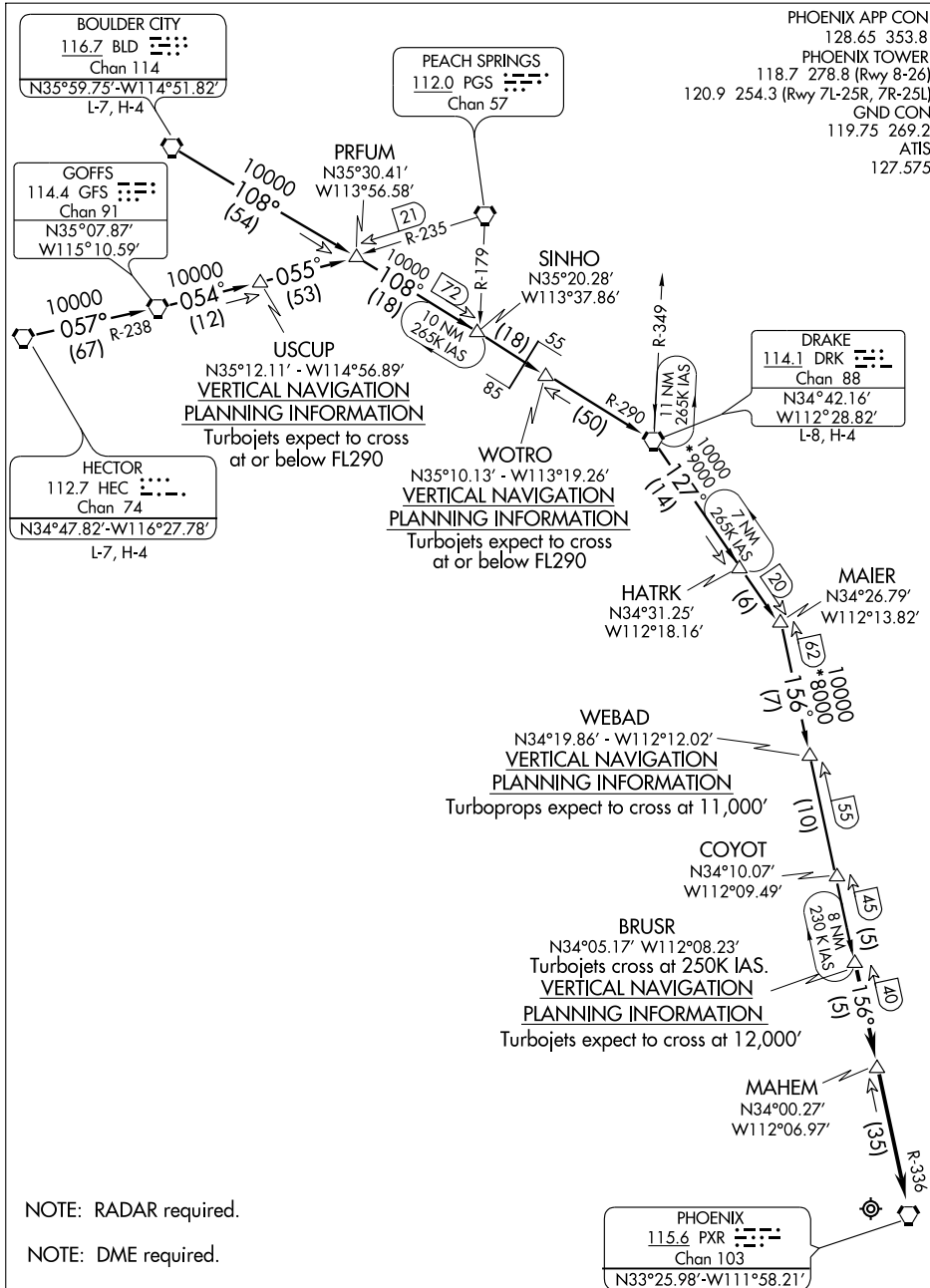
BEATTY TRANSITION (CHILY1.BTY): From over CHILY INT via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, then via BTY R-114 to BTY VORTAC.

HOBES TRANSITION (CHILY1.HOBES): From over CHILY INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (CHILY1.IGM): From over CHILY INT via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (CHILY1.EED): From over CHILY INT via DRK R-259 and EED R-077 to EED VORTAC.

COYOT TWO ARRIVAL



COYOT TWO ARRIVAL

PHOENIX, ARIZONA

ARRIVAL DESCRIPTION

BOULDER CITY TRANSITION (BLD.COYOT2): From over BLD VORTAC via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

DRAKE TRANSITION (DRK.COYOT2): From over DRK VORTAC via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

HECTOR TRANSITION (HEC.COYOT2): From over HEC VORTAC via HEC R-057 and GFS R-238 to GFS VORTAC, then via GFS R-054 and PGS R-235 to PRFUM INT, then via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

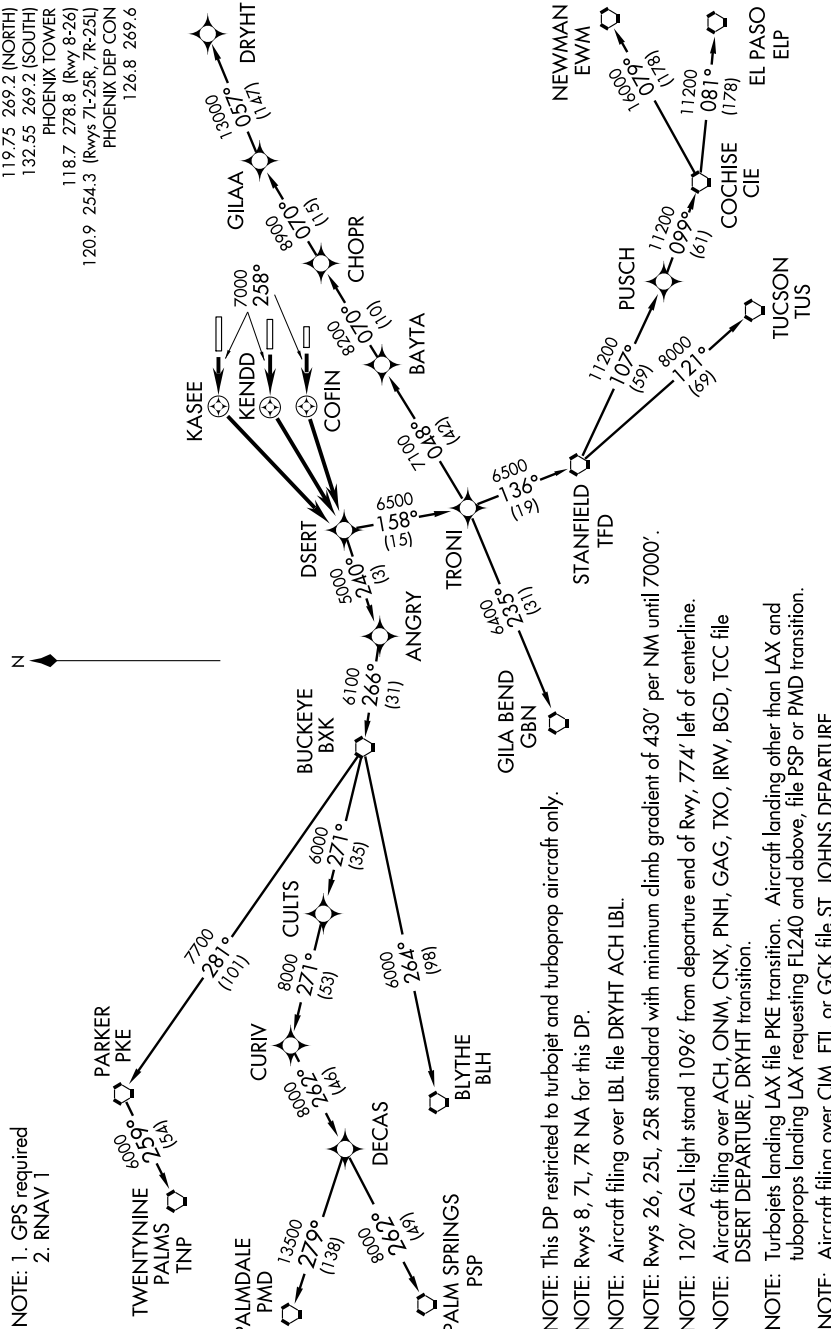
.... From over BRUSR INT via PXR R-336 to PXR VORTAC. After BRUSR INT, expect radar vectors to final approach course.

LOST COMMUNICATIONS: After DRK VORTAC proceed direct to MAIER INT direct PXR VORTAC.

DSERT ONE DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Chart not to scale.
NOTE: 1. GPS required
2. RNAV 1



DSERT ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 7000 via 258° course to KASEE WP, then direct DSERT WP, Thence

TAKE-OFF RUNWAY 25R: Climb to 7000 via 258° course to KENDD WP, then direct DSERT WP, Thence

TAKE-OFF RUNWAY 25L: Climb to 7000 via 258° course to COFIN WP, then direct DSERT WP, Thence

. . . . then via assigned transition/altitude.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure

BLYTHE TRANSITION (DSERT1.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (DSERT1.CIE)

DRYHT TRANSITION (DSERT1.DRYHT)

EL PASO TRANSITION (DSERT1.ELP)

GILA BEND TRANSITION (DSERT1.GBN)

NEWMAN TRANSITION (DSERT1.EWM)

PALM SPRINGS TRANSITION (DSERT1.PSP)

PALMDALE TRANSITION (DSERT1.PMD)

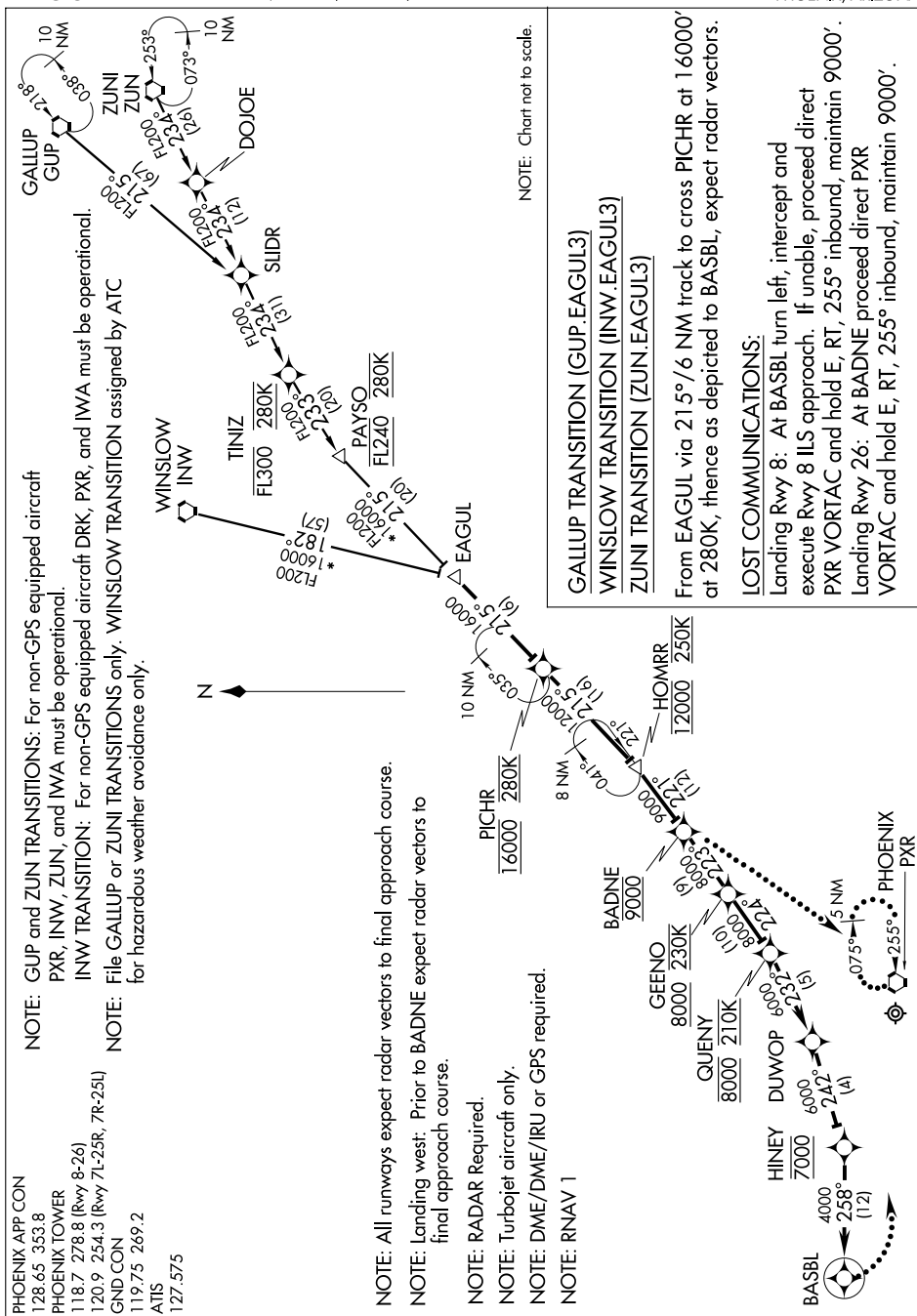
PARKER TRANSITION (DSERT1.PKE)

STANFIELD TRANSITION (DSERT1.TFD)

TUCSON TRANSITION (DSERT1.TUS)

TWENTYNINE PALMS TRANSITION (DSERT1.TNP)

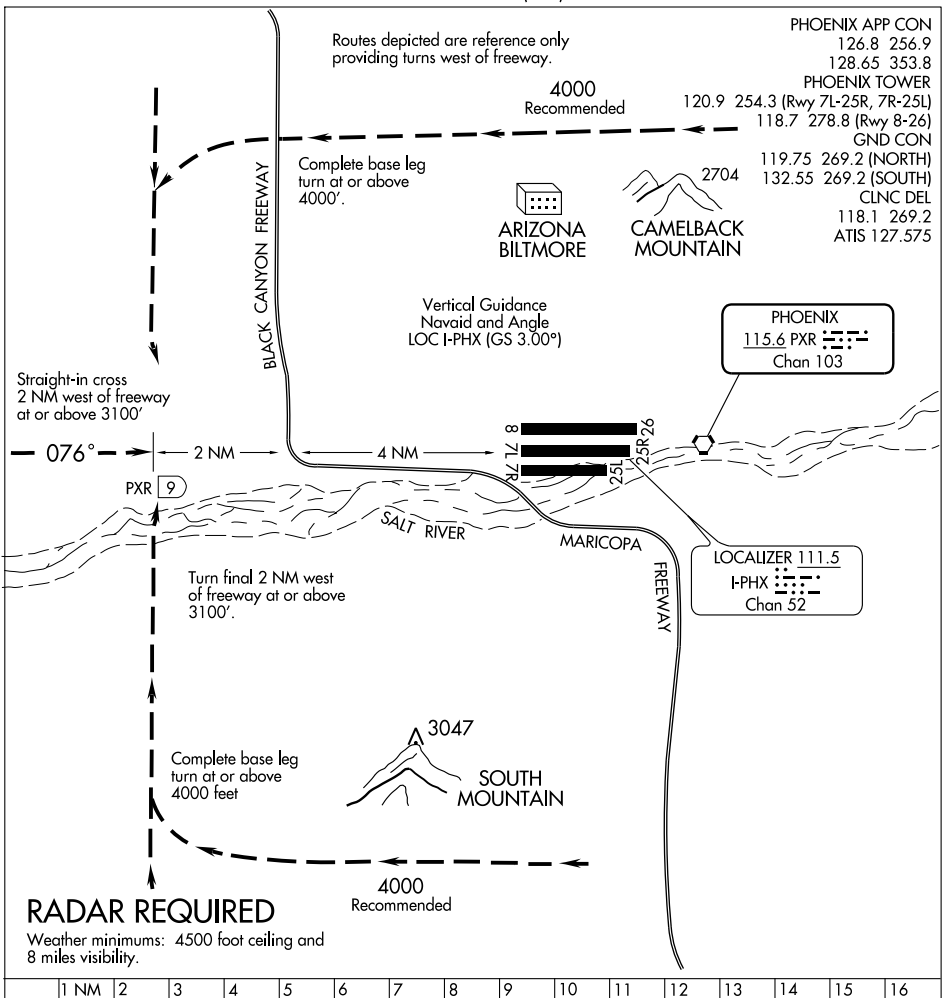
EAGUL THREE ARRIVAL (RNAV)



FREEWAY VISUAL RWY 7L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA



FREEWAY VISUAL RWY 7L

When visual approaches to Runway 7L are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A FREEWAY VISUAL RUNWAY 7L APPROACH."

LOC/DME I-PHX 111.5 Chan 52	APP CRS 078°	Rwy Idg 10300 TDZE 1116 Apt Elev 1135
---	------------------------	--

ILS or LOC RWY 7L

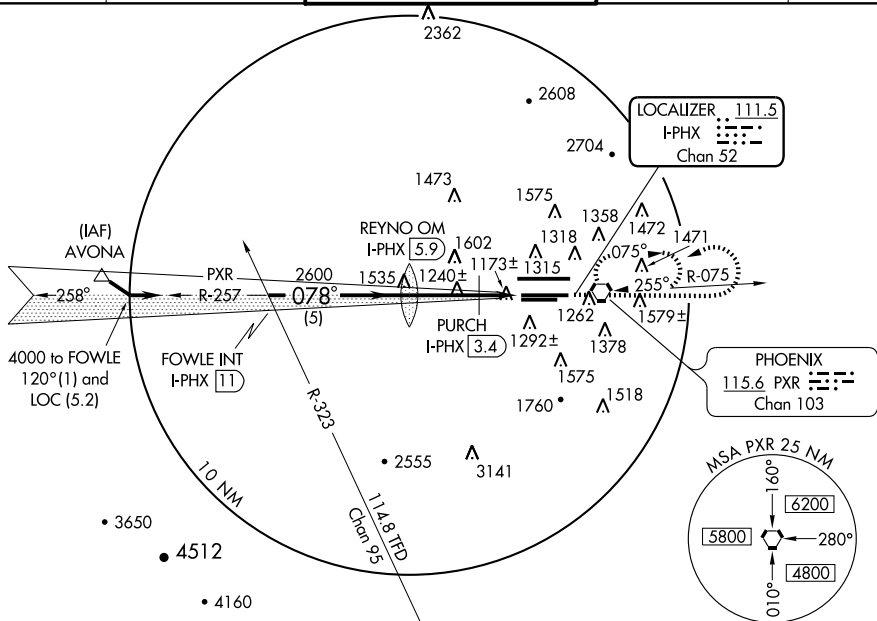
PHOENIX SKY HARBOR INTL (PHX)

T	Inoperative table does not apply to S-ILS 7L.
A	For inoperative MALSR, increase S-LOC 7L Cat A/B visibilities to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 then left turn direct PXR VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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Procedure	VGS1 and ILS a)idepath not coincident.
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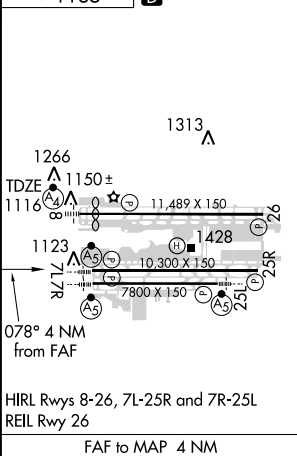
	5 NM		2.5 NM		1.5 NM			
CATEGORY	A		B		C		D	
S-ILS 7L	1321/40				205 (200-¾)			
S-LOC 7L	1620/40		504 (500-¾)		1620/50		504 (500-1)	
CIRCLING	1740-1		605 (700-1)		1740-1¾ 605 (700-1¾)		1920-2½ 785 (800-2½)	

PURCH DME MINIMUMS

S-LOC 7L	1520/40 404 (400-3/4)		
CIRCLING	1740-1 605 (700-1)	1740-1 3/4 605 (700-1 3/4)	1920-2 1/2 785 (800-2 1/2)

ELEV 1135

D



Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

AL-322 (FAA)

LOC/DME I-AHA <u>110.75</u> Chan 44 (Y)	APP CRS 078°	Rwy Idg 7800 TDZE 1116 Apt Elev 1135
---	------------------------	---

ILS or LOC RWY 7R

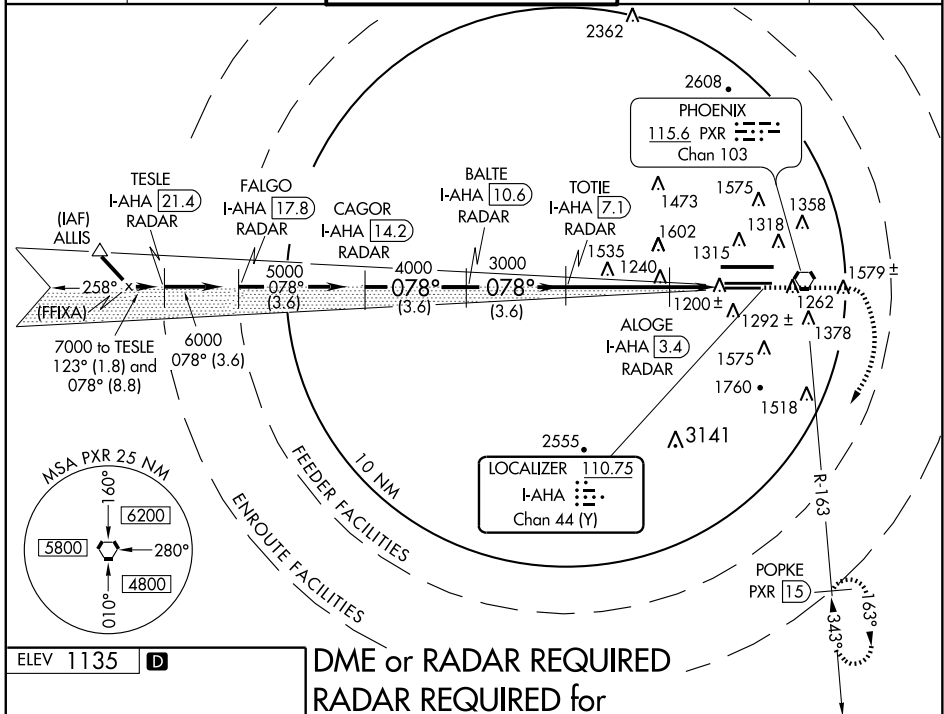
PHOENIX SKY HARBOR INTL (PHX)

T Inoperative table does not apply to S-ILS 7R.
A For inoperative MALS R, increase S-LOC 7R Cat A/B visibility to 1 mile.
 Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 250° and PXR R-163 to POPKE/15 DME and hold.

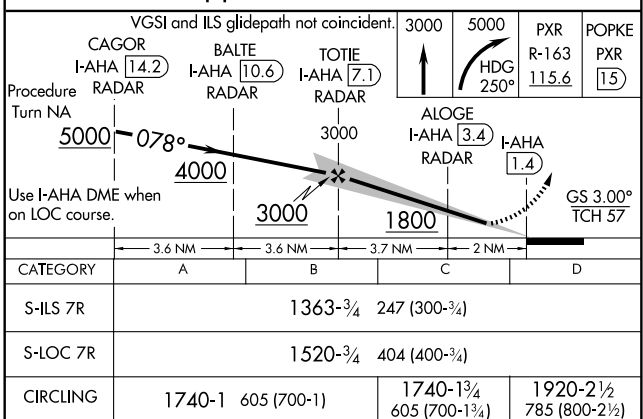
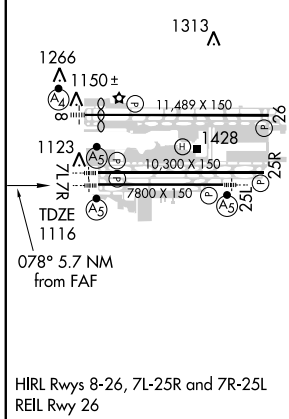
ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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SW-4. 14 JAN 2010 to 11 FEB 2010

ELEV	1135	D
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DME or RADAR REQUIRED
RADAR REQUIRED for
simultaneous approaches.

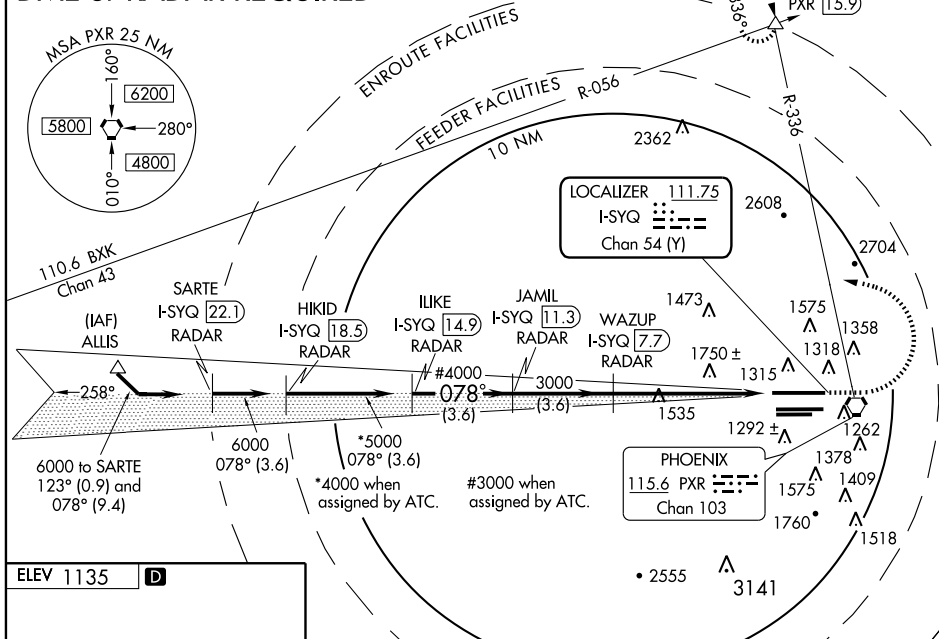


LOC/DME I-SYQ 111.75 Chan 54 (Y)	APP CRS 078°	Rwy Idg 10591 TDZE 1118 Apt Elev 1135
--	------------------------	--

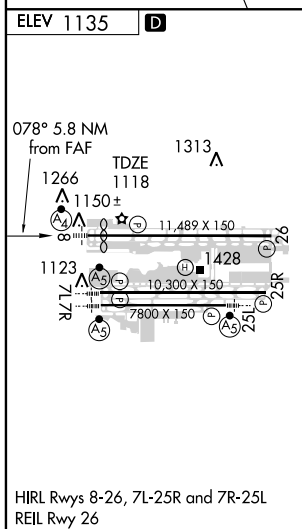
ILS or LOC RWY 8
PHOENIX SKY HARBOR INTL (PHX)

			MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 280° and PXR R-336 to AVENT/INT 15.9 DME and hold.	
ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)		GND CON 119.75 269.2 (N) 132.55 269.2 (S)
		CLNC DEL 118.1 269.2		

RADAR REQUIRED for simultaneous approaches.
DME or RADAR REQUIRED



SW-4. 14 JAN 2010 to 11 FEB 2010



Procedure Turn NA

ILIKE 14.9

JAMIL 11.3

WAZUP 7.7

3000

5000

PXR R-336 115.6

AVENT $\triangle$

Use I-SYQ DME when on LOC course

I-SYQ 1.9

078°

#4000

3000

3.6 NM

3.6 NM

5.7 NM

GS 3.00°

TCH 55

VGSB and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 8	1368-1 250 (300-1)			
S-LOC 8	1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)
CIRCLING	1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)

AL-322 (FAA)

LOC/DME I-RJG <u>110.75</u> Chan 44 (Y)	APP CRS 258°	Rwy Idg 7800 TDZE 1124 Apt Elev 1135
---	------------------------	---

ILS or LOC RWY 25L
PHOENIX SKY HARBOR INTL (PHX)

T Autopilot coupled approach NA below
A 1925 feet.

MALSR

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 130° and PXR R-163 to POPKE/15 DME and hold.

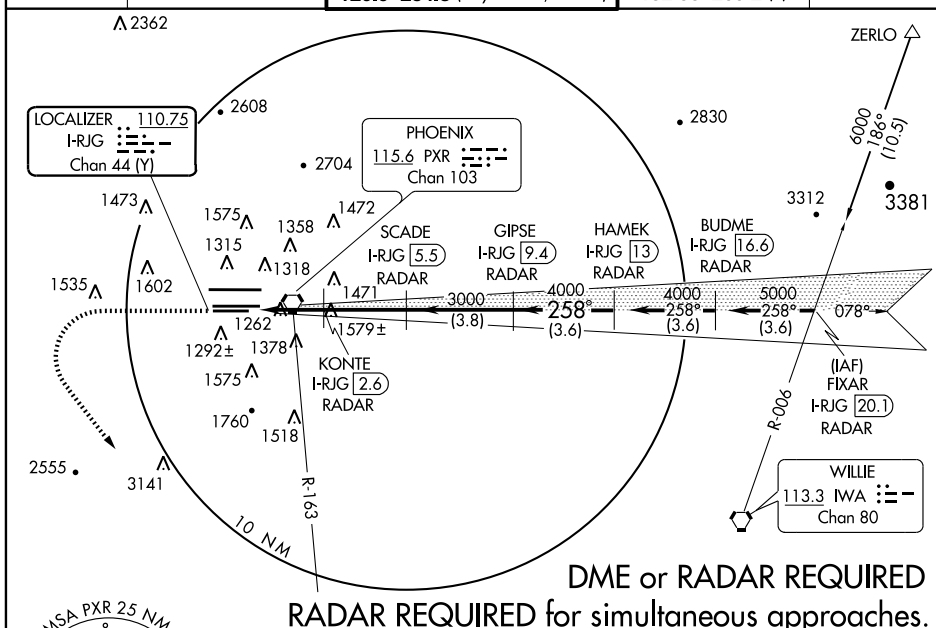
ATIS
127-575

PHOENIX APP CON
128.65 353.8

PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)

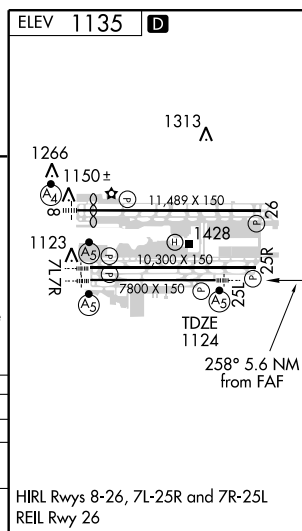
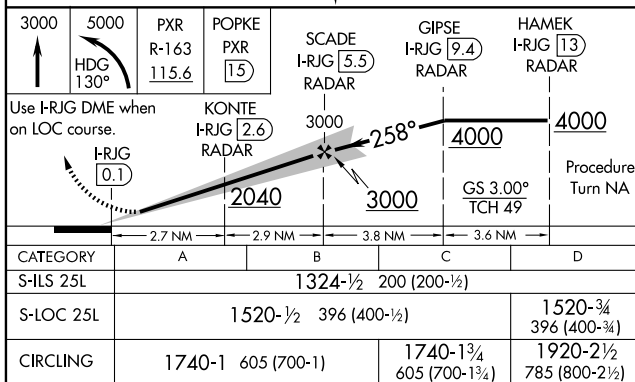
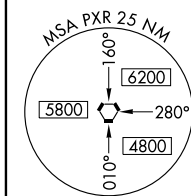
GND CON
119.75 269.2 (N)
132.55 269.2 (S)

CLNC DEL
118.1 269.2



DME or RADAR REQUIRED
for simultaneous approaches.

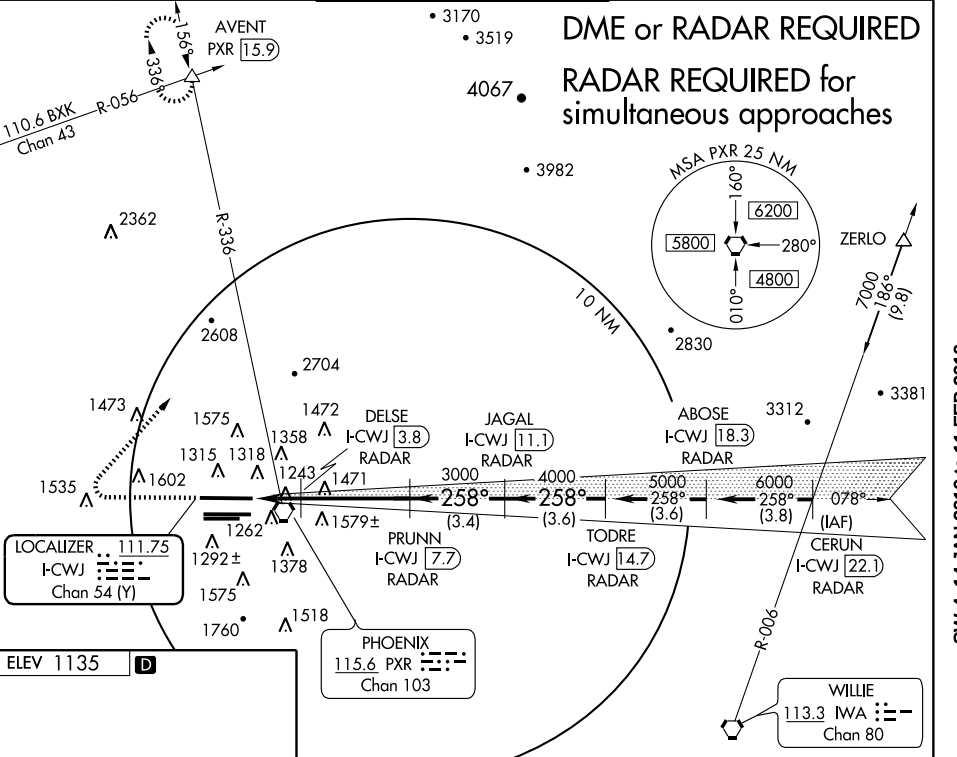
RADAR REQUIRED for simultaneous approaches.



SW-4. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CWJ	APP CRS	Rwy Idg	11489
111.75	258°	TDZE	1135
Chan 54 (Y)		Apt Elev	1135

		MISSED APPROACH: Climb to 2500, then climbing right turn to 5000 via heading 030° and PXR R-336 to AVENT INT/15.9 DME and hold.			
ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)		GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2



1266 1150± 1123 1135 1428 258° 5.6 NM from FAF TDZE 1135 26

11.489 X 150 10.300 X 150 7800 X 150

2500 5000 HDG 030° PXR R-336 115.6 AVENT

Use I-CWJ DME when on LOC course.

DELSE I-CWJ 3.8 RADAR I-CWJ 2.1

3000 1740 3000 258° 5000

1.7 NM 3.9 NM 3.4 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 26	1386-¾ 251 (300-¾)			
S-LOC 26	1580-1 445 (500-1)		1580-1¼ 445 (500-1¼)	1580-1½ 445 (500-1½)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

HIRL Rwys 8-26, 7L-25R and 7R-25L
REIL Rwy 26

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

Procedure Turn NA

GS 3.00° TCH 51

SW-4, 14 JAN 2010 to 11 FEB 2010

JESSE ONE ARRIVAL

ST-322 (FAA)

PHOENIX SKY HARBOR INTL
PHOENIX, ARIZONA

PHOENIX APP CON

128.65 353.8

PHOENIX TOWER

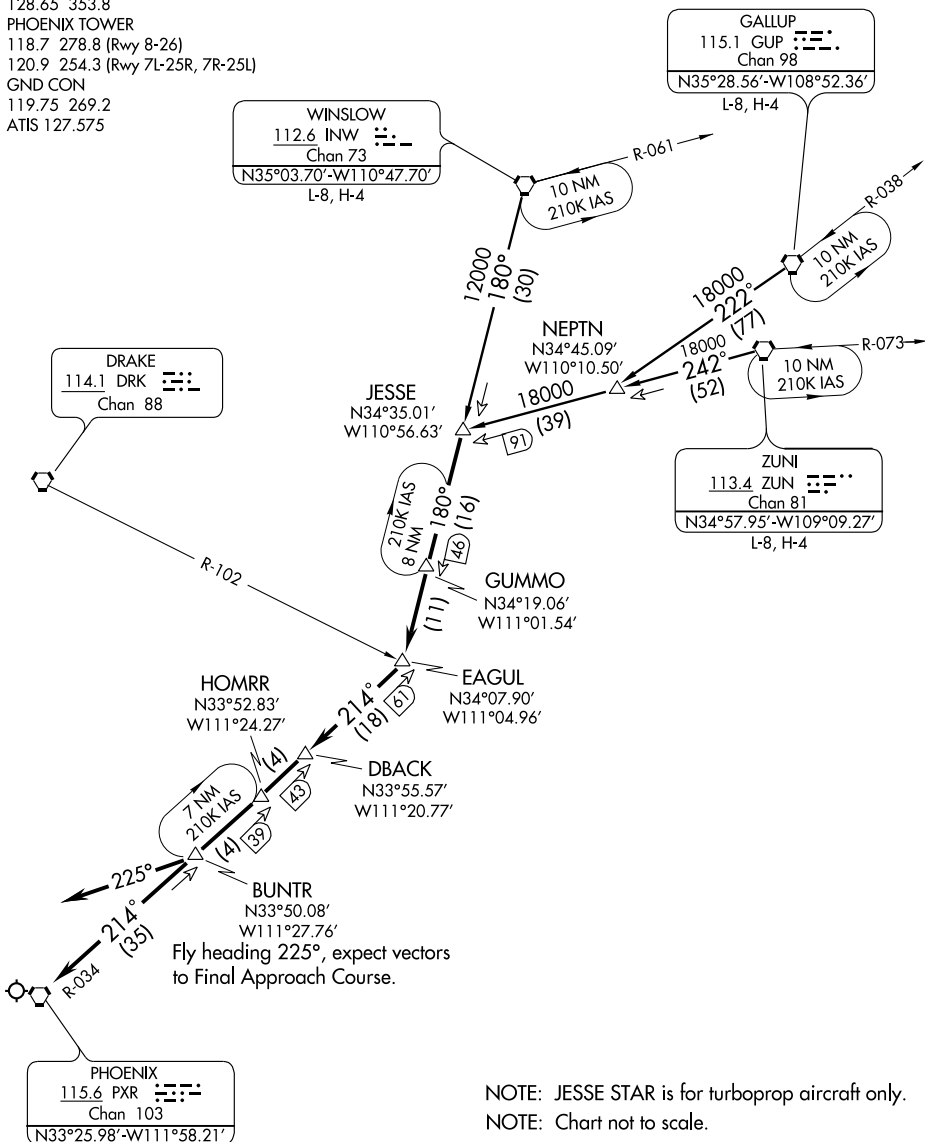
118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON

119.75 269.2

ATIS 127.575



NOTE: JESSE STAR is for turboprop aircraft only.

NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: DME required.

(NARRATIVE ON FOLLOWING PAGE)

SW-4. 14 JAN 2010 to 11 FEB 2010

JESSE ONE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.JESSE1): From over GUP VORTAC via GUP R-222 and ZUN R-242 to JESSE INT. Thence. . . .

WINSLOW TRANSITION (INW.JESSE1): From over INW VORTAC via INW R-180 to JESSE INT. Thence. . . .

ZUNI TRANSITION (ZUN.JESSE1): From over ZUN VORTAC via ZUN R-242 to JESSE INT. Thence. . . .

. . . .From over JESSE INT via INW R-180 to EAGUL INT, then via PXR R-034 to PXR VORTAC.

LOST COMMUNICATIONS:

After DBACK INT, proceed direct to PXR VORTAC.

KOOLY TWO ARRIVAL (RNAV) ST-322 (FAA)

PHOENIX APP CON
124.1 256.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
GND CON
119.75 269.2
red. ATIS
127.575

NOTE: For turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

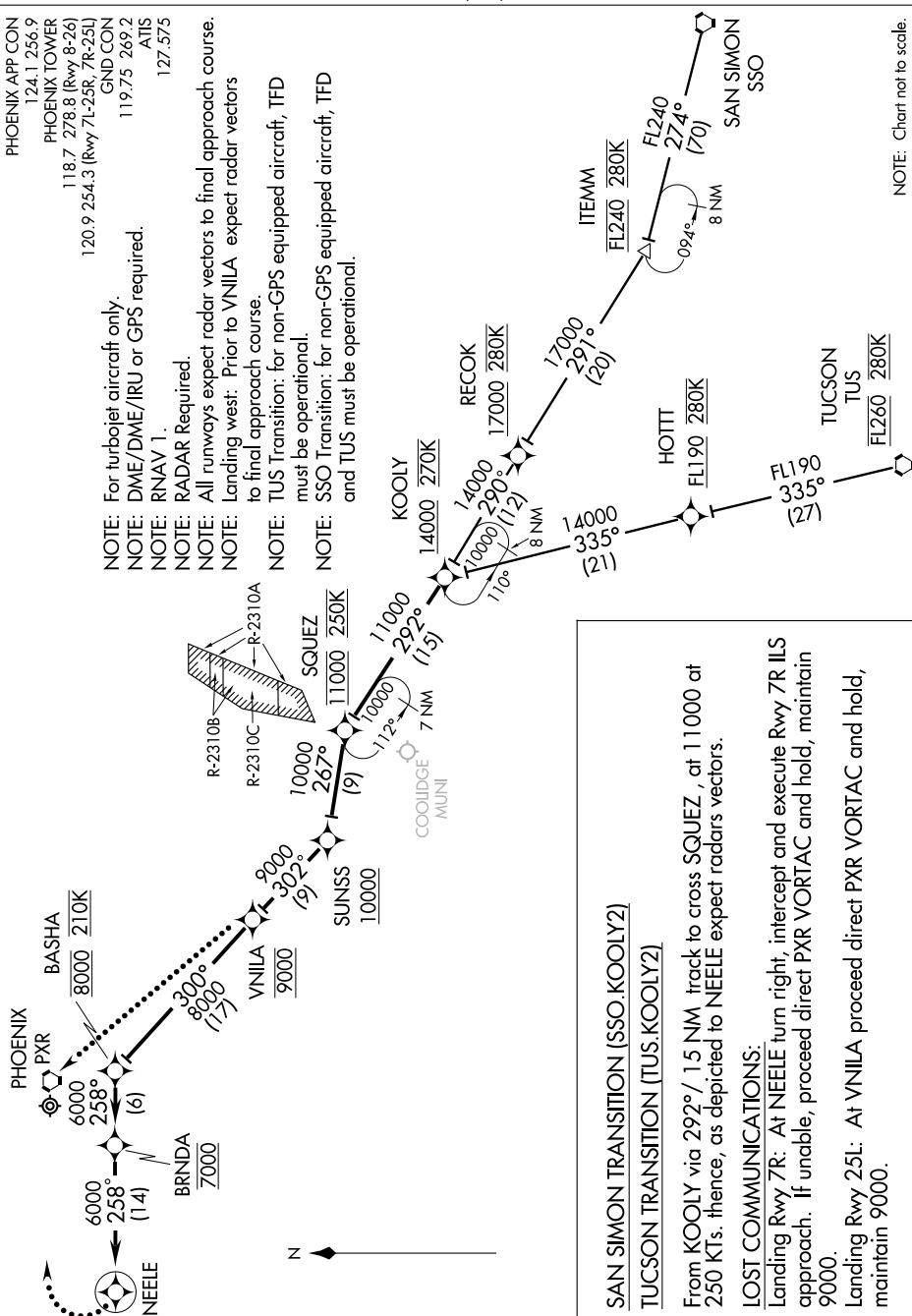
NOTE: RADAR Required.

NOTE: All runways expect radar vectors to final approach course.

NOTE: Landing west: Prior to VNILA expect radar vectors to final approach course.

NOTE: TUS Transition: for non-GPS equipped aircraft, TFD must be operational.

NOTE: SSO Transition: for non-GPS equipped aircraft, TFD and TUS must be operational.



NOTE: Chart not to scale.

SAN SIMON TRANSITION (SSO.KOOLY2)

TUCSON TRANSITION (TUS.KOOLY2)

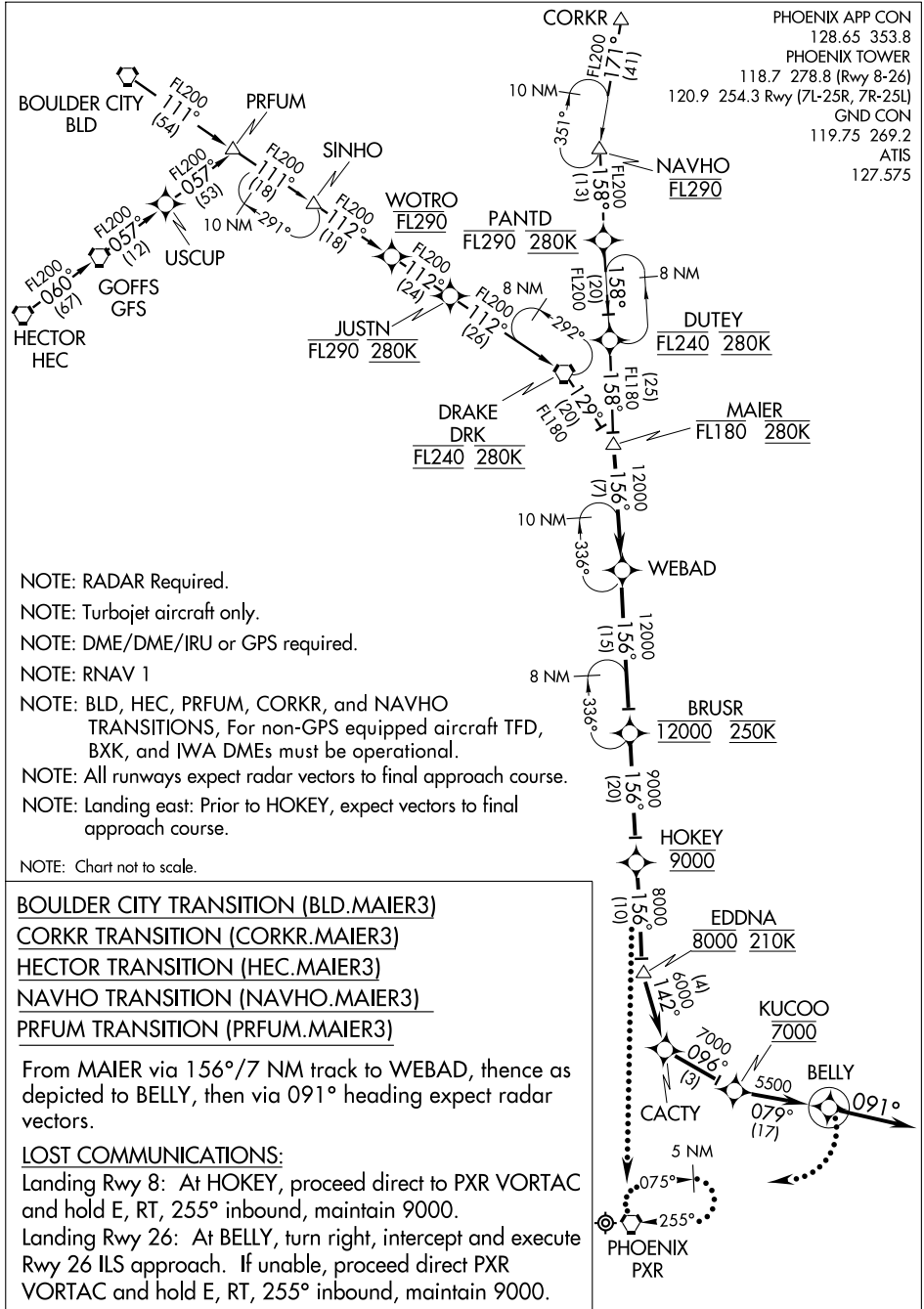
From KOOLY via 292°/ 15 NM track to cross SQUEZ, at 11000 at 2250 KTs, thence, as depicted to NEELE expect radars vectors.

LOST COMMUNICATIONS:

Landing Rwy 7R: At NEELE turn right, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

Landing Rwy 25L: At VNILA proceed direct PXR VORTAC and hold, maintain 9000.

MAIER THREE ARRIVAL (RNAV)



TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with a minimum climb of 350' per NM to 7000.

Rwy 25L/25R/26: Standard with a minimum climb of 350' per NM to 7000.

(NOTES CONTINUED ON FOLLOWING PAGE)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

PHOENIX TOWER

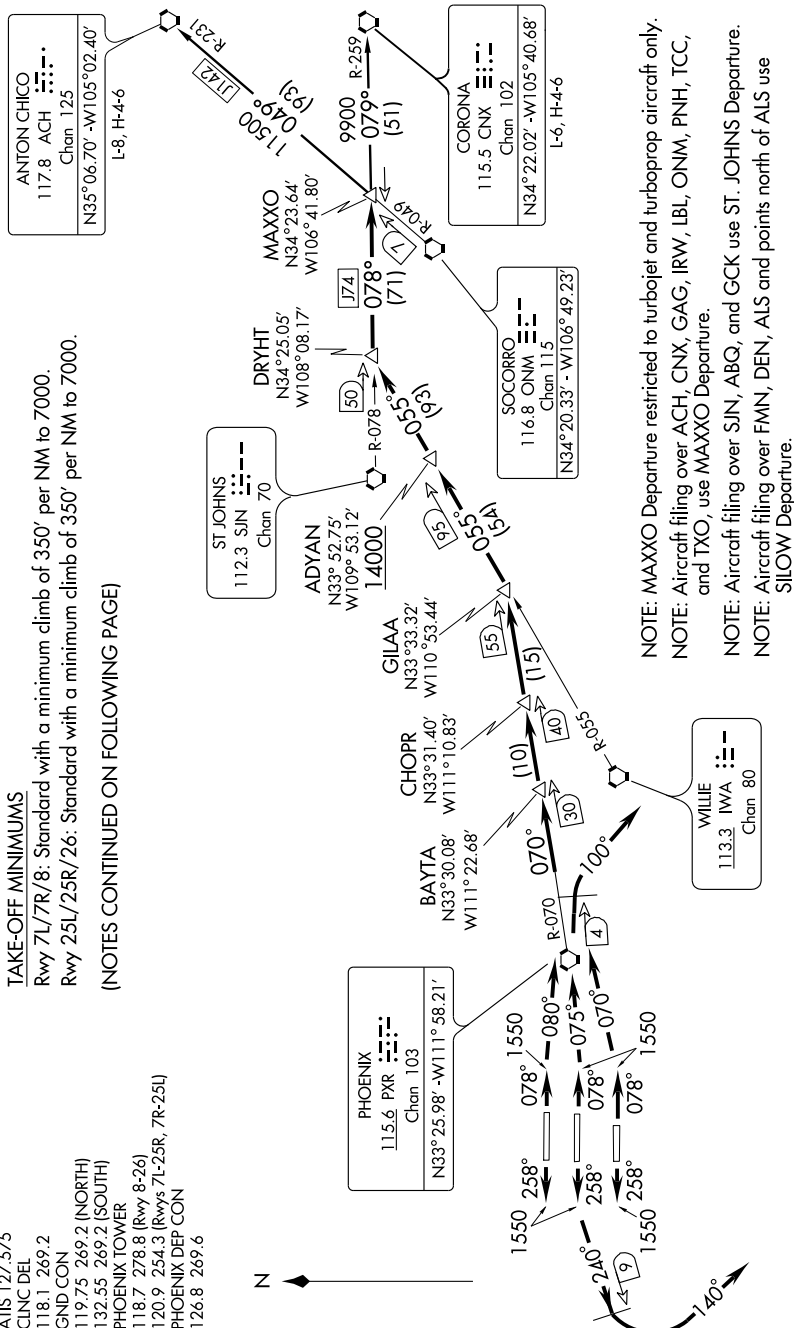
118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

126.8 269.6

N



NOTE: MAXXO Departure restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over ACH, CNX, GAG, IRW, IBL, ONM, PNH, TCC, and TXO, use MAXXO Departure.

NOTE: Aircraft filing over SIN, ABQ, and GCK use ST. JOHNS Departure.

NOTE: Aircraft filing over FMN, DEN, ALS and points north of ALS use SLOW Departure.

NOTE: RADAR and DME required.

NOTE: MRA CHOPR/PXR 40 DME 9100 to receive PXR.

NOTE: MRA GILAA/PXR 55 DME 14000 to receive PXR and IWA.

NOTE: MRA ADYAN/IWA 95 DME FL240 to receive IWA.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence. . .

. . . maintain 7000, expect radar vectors to PXR R-070 to GILAA/PXR 55 DME, then pilot nav via IWA R-055 to ADYAN/95 DME, cross ADYAN at or above 14000 and proceed via radar vector 055° to join SJN R-078/CNX R-259 to MAXXO/CNX 51 DME; then via (transition). Expect filed altitude 3 minutes after departure.

ANTON CHICO TRANSITION (MAXXO1.ACH): From over MAXXO INT via ONM R-049 and ACH R-231 to ACH VORTAC.

CORONA TRANSITION (MAXXO1.CNX): From over MAXXO INT via CNX R-259 to CNX VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1298' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 717' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3460' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3444' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 271' from departure end of runway, 5140' left of centerline, 91' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, tree 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' right of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

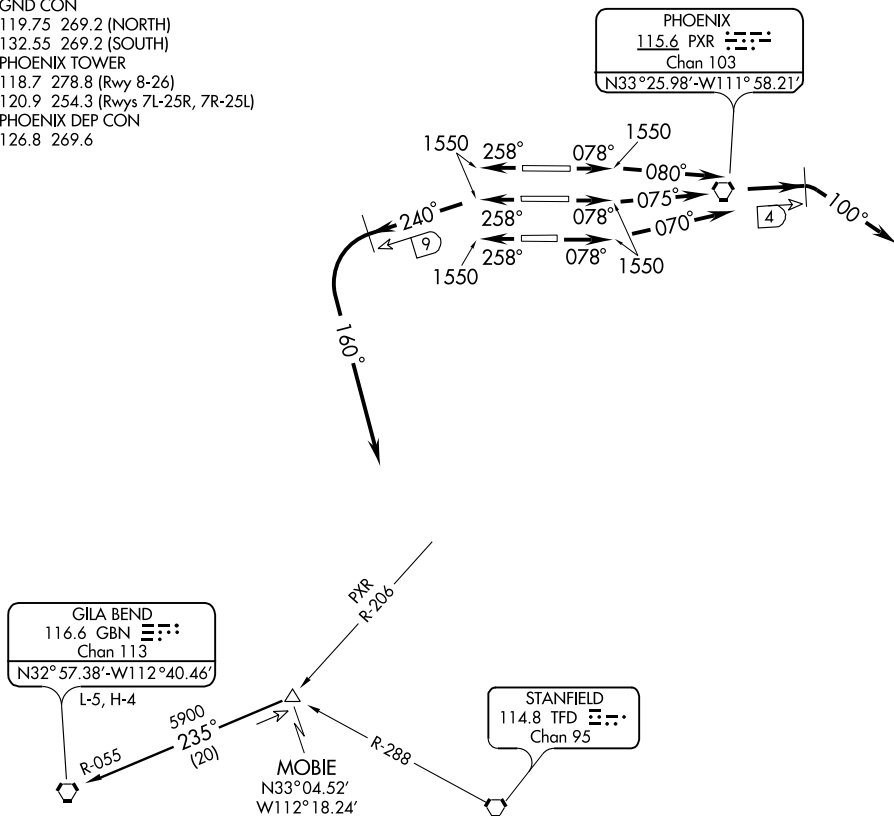
Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.27 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.23 NM from departure end of runway, 3631' right of centerline, 663' AGL/1750' MSL.

MOBIE TWO DEPARTURE

ATIS 127.575
 CLNC DEL
 118.1 269.2
 GND CON
 119.75 269.2 (NORTH)
 132.55 269.2 (SOUTH)
 PHOENIX TOWER
 118.7 278.8 (Rwy 8-26)
 120.9 254.3 (Rwys 7L-25R, 7R-25L)
 PHOENIX DEP CON
 126.8 269.6



TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

NOTE: MOBIE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MOBIE TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to MOBIE INTERSECTION thence via (transition).
Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

GILA BEND TRANSITION (MOBIE2.GBN): From over MOBIE INT via GBN R-055 to GBN VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.

Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL

POWER PLANT VISUAL RWY 25R

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

PHOENIX APP CON

126.8 256.9

128.65 353.8

PHOENIX TOWER

120.9 254.3 (Rwy 7L-25R, 7R-25L)

118.7 278.8 (Rwy 8-26)

GND CON

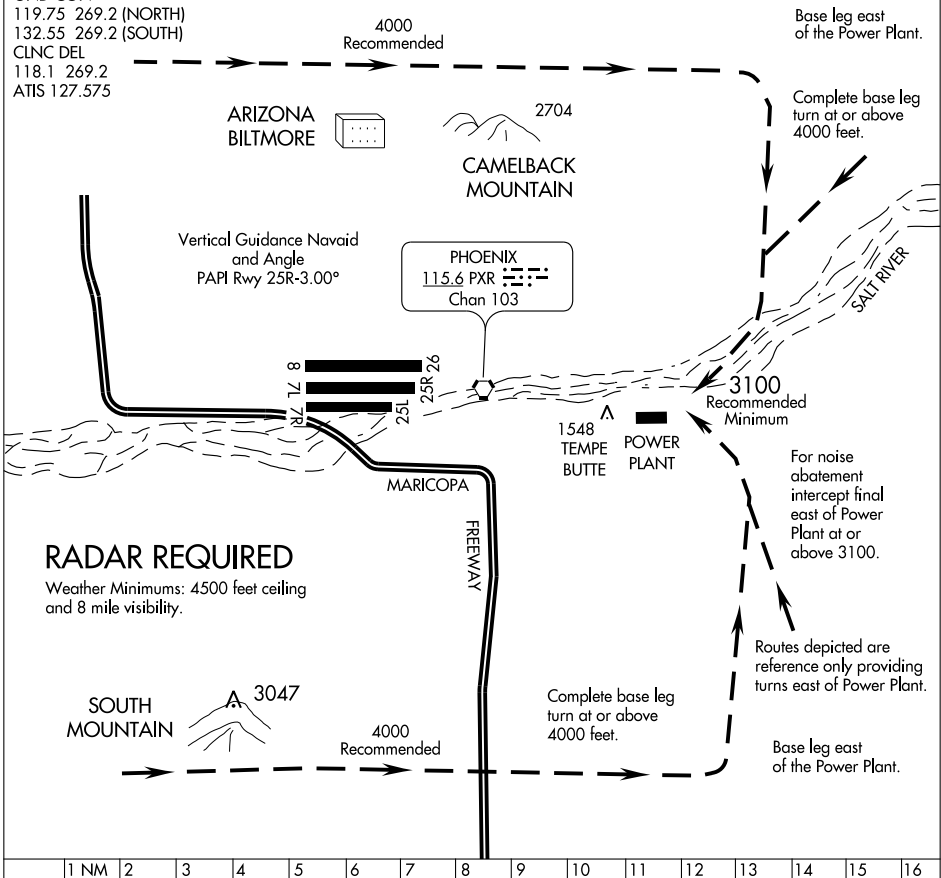
119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

CLNC DEL

118.1 269.2

ATIS 127.575



POWER PLANT VISUAL RWY 25R

When visual approaches to Runway 25R are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A POWER PLANT VISUAL RUNWAY 25R APPROACH"

RIMMM ONE DEPARTURE (RNAV)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

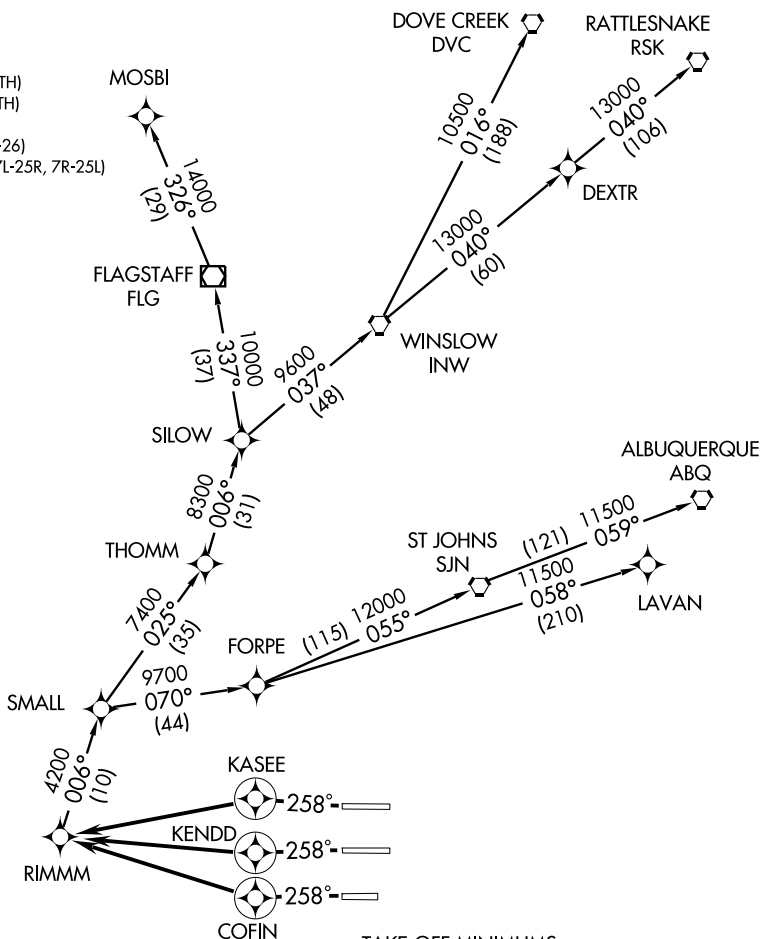
PHOENIX TOWER

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

126.8 269.6



NOTE: 1. GPS required
 2. RNAV 1

NOTE: RIMMM Departure restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over CIM, FTI, or GCK file ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNG, GAG, TCC, BGD, IRW, TXO file DSERT or CHEZZ DP, DRYHT TRANSITION.

NOTE: LAVAN TRANSITION for ABQ arrivals only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

RIMMM ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then turn left direct RIMMM WP. Thence....

....then via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

ALBUQUERQUE TRANSITION (RIMMM1.ABQ)

DOVE CREEK TRANSITION (RIMMM1.DVC)

FLAGSTAFF TRANSITION (RIMMM1.FLG)

LAVAN TRANSITION (RIMMM1.LAVAN)

MOSBI TRANSITION (RIMMM1.MOSBI)

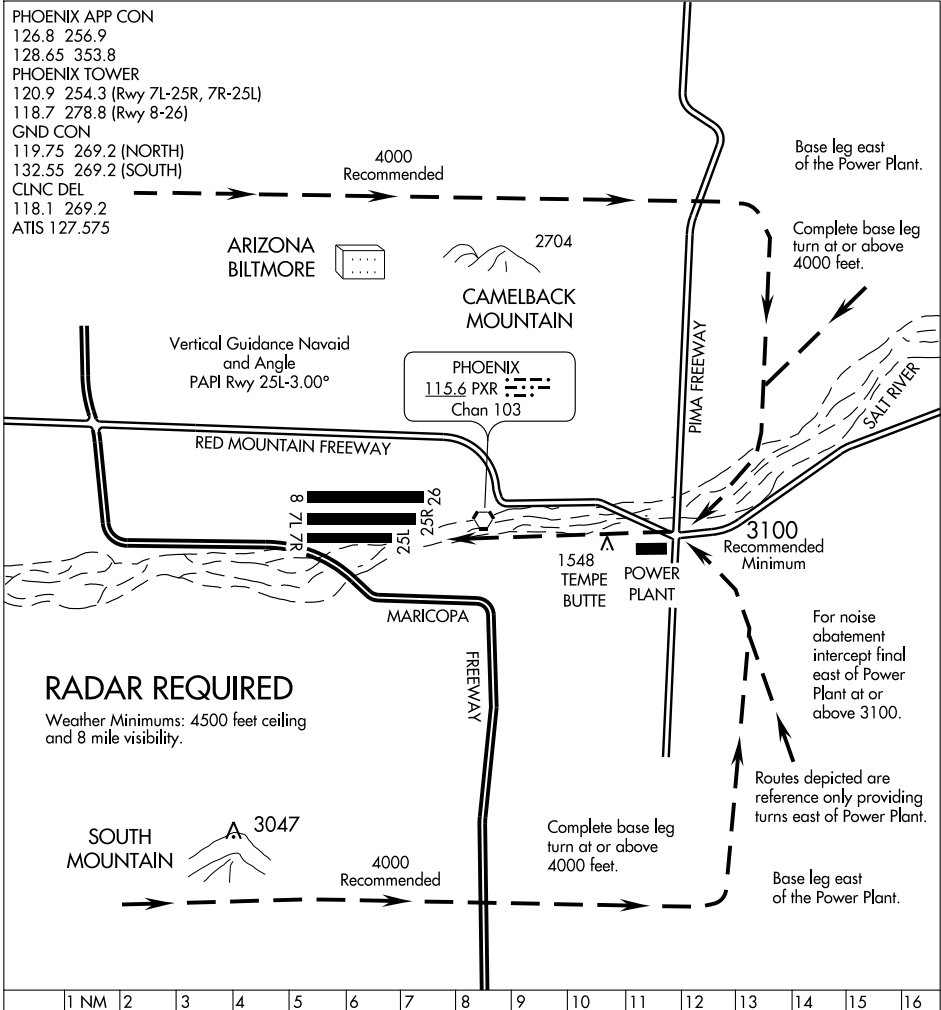
RATTLESNAKE TRANSITION (RIMMM1.RSK)

RIVER VISUAL RWY 25L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA



RIVER VISUAL RWY 25L

When visual approaches to Runway 25L are in progress, clearances will be given utilizing in part the following phaseology:

"(IDENT) CLEARED FOR A RIVER VISUAL RUNWAY 25L APPROACH"

▼

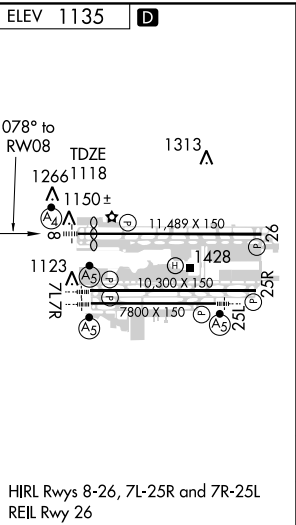
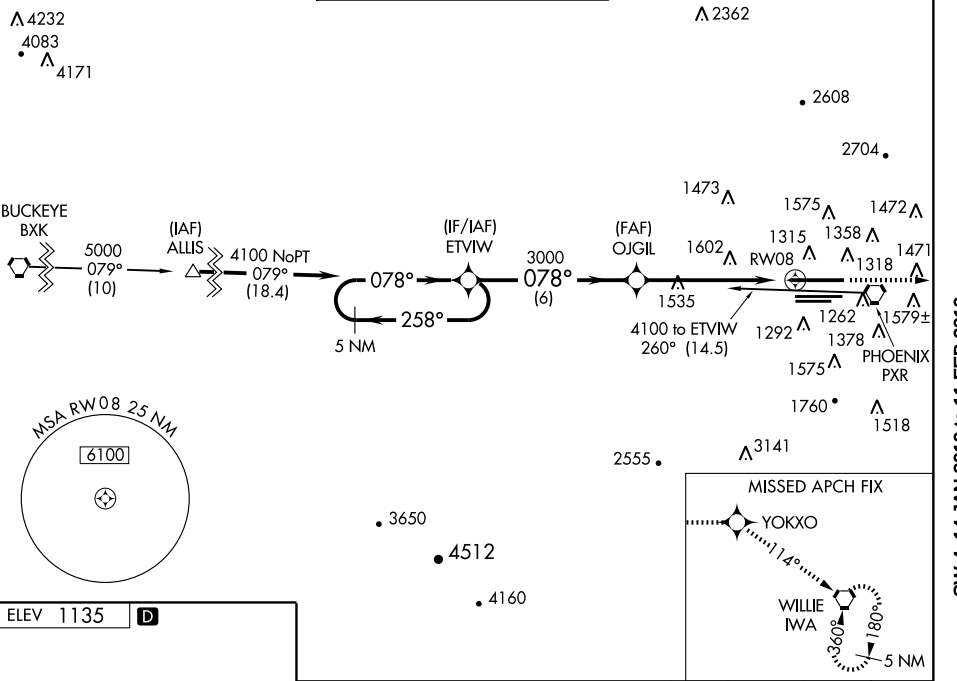
▲

Inoperative table does not apply.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 5000 direct YOKXO and via 114° track to IWA VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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VGSI and RNAV glidepath not coincident.

5000
↑

114° track

5 NM Holding Pattern

ETVIW

4100 ← 258°
→ 078°

GS 3.00°
TCH 54

OJGIL

3000

6 NM

5.7 NM

RW08

CATEGORY	A	B	C	D
LPV DA	1394-1 276 (300-1)			
LNAV MDA	1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)
CIRCLING	1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)

SW-4. 14 JAN 2010 to 11 FEB 2010

For inoperative MALS, increase LPV all Cats visibility to 1 1/4.

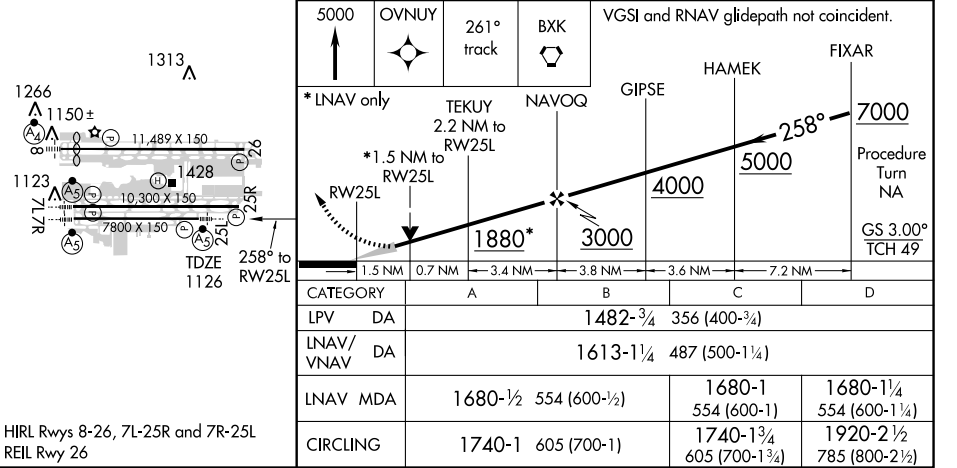
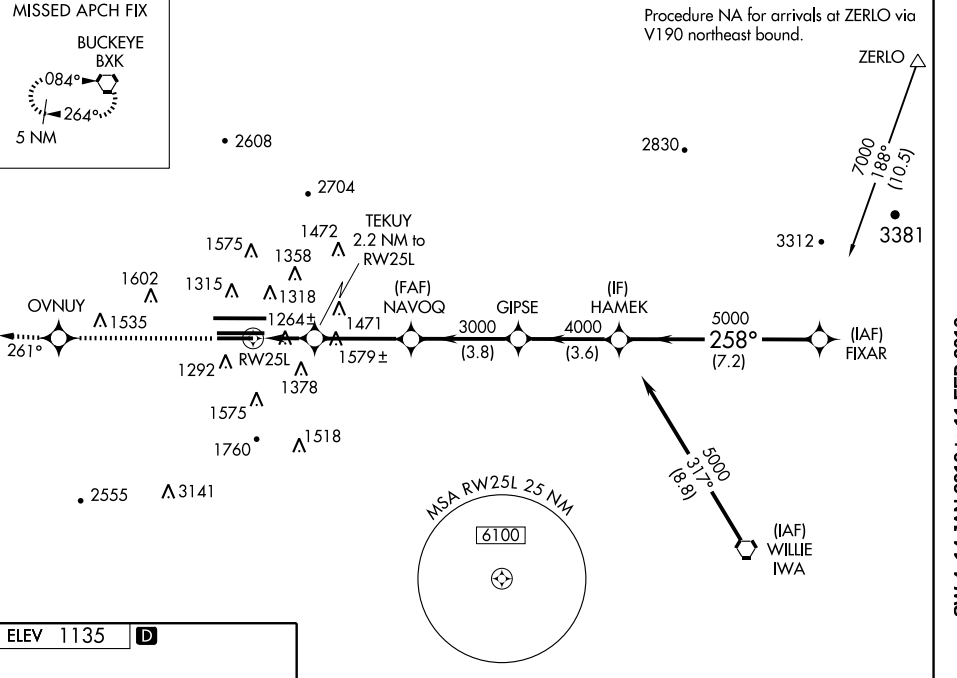
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

DME/DME RNP- 0.3 NA.

MALS

MISSED APPROACH: Climb to 5000 direct OVNUI and via 261° track to BXK VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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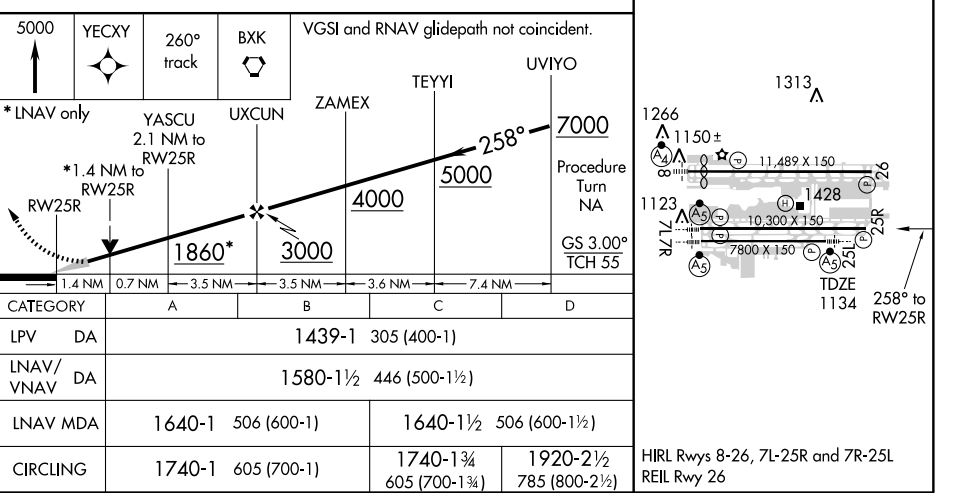
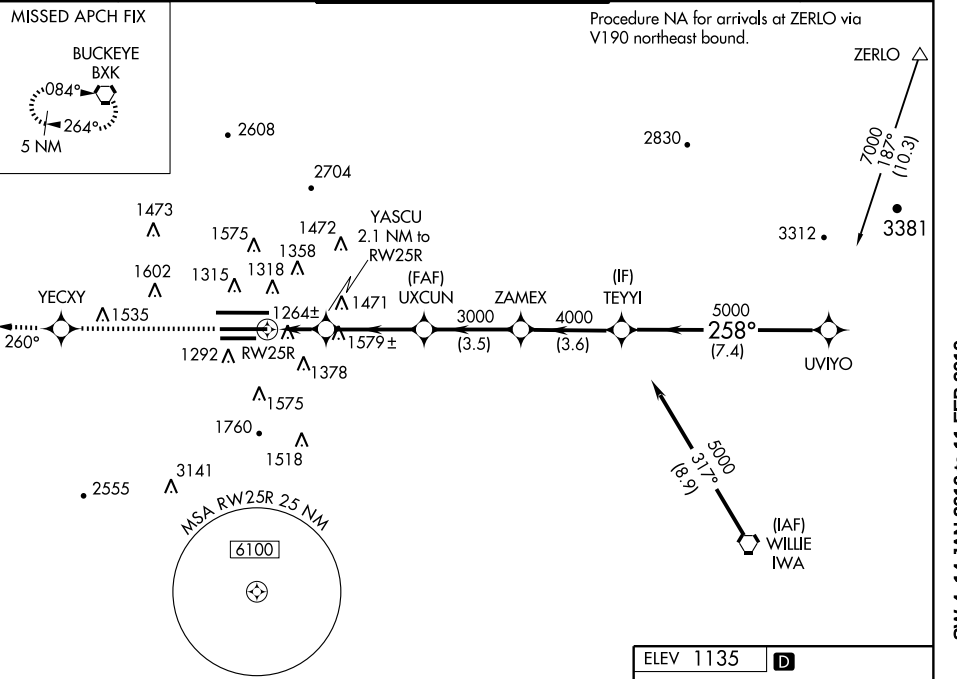


⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 5000 direct YECXY and via 260° track to BXK VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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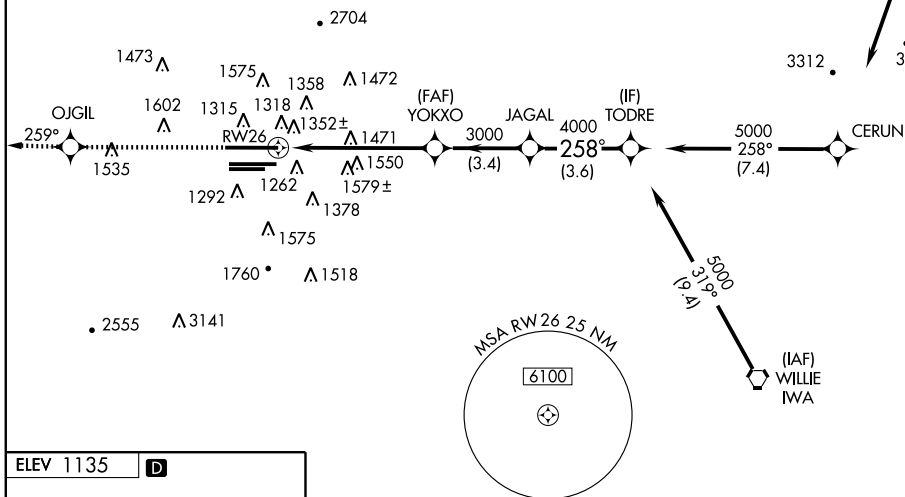
SW-4, 14 JAN 2010 to 11 FEB 2010

PHOENIX SKY HARBOR INTL (PHX)

MISSED APPROACH: Climb to 5000 direct OJIL and via 259° track to BXK VORTAC and hold.

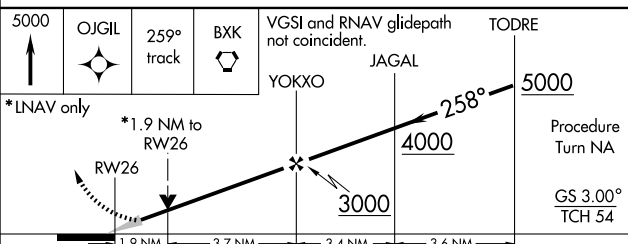
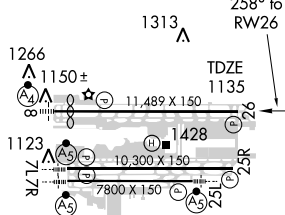
CLNC DEL
118.1 269.2

Procedure NA for arrivals at ZERLO
via V190 northeast bound.



SW-4. 14 JAN 2010 to 11 FEB 2010

D



CATEGORY		A		B	C	D
LPV	DA	1436-1 301 (400-1)				
LNAV/ VNAV	DA	1659-1 $\frac{3}{4}$ 524 (600-1 $\frac{3}{4}$)				
LNAV	MDA	1800-1 665 (700-1)			1800-1 $\frac{3}{4}$ 665 (700-1 $\frac{3}{4}$)	1800-2 665 (700-2)
CIRCLING		1800-1 665 (700-1)			1800-1 $\frac{3}{4}$ 665 (700-1 $\frac{3}{4}$)	1920-2 $\frac{1}{2}$ 785 (800-2 $\frac{1}{2}$)

HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

RNAV (RNP) Z RWY 7L
PHOENIX SKY HARBOR INTL (PHX)

MALSR	MISSED APPROACH: Climb to 5000 via track 078° to UXCUN and via track 111° to IWA VORTAC and hold.
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Procedure NA for arrivals at
BKK VORTAC via V16 westbound.

BUCKEYE
BKK
5000
079°
(25.1)

(IAF)
AVONA
4000
090°
(3.3)

(IF)
UPNIW
3000
078°
(6.1)

(FAF)
YECXY
1535
078°
(5.7)

1473
1602
1315
1575
1358
1472
1318
1471
1262
1579± (7.3)
1292
1575
1760
1518
3141
2555
3650
4512
4160
4354

RW07L
1180±
1292
1575
1760
1518
3141
2555
3650
4512
4160
4354

UXCUN
1180±
1292
1575
1760
1518
3141
2555
3650
4512
4160
4354

MSA RW07L 25 NM
[6100]

MISSED APCH FIX
WILLIE
IWA
360°
180°
5 NM

ELEV 1135
D

1313

ELEV 1135

D

1313

1266

1150 ±

11,489 X 150

1428

10,300 X 150

7800 X 150

25L

25R

26

TDZE 1116

ZL R

078° to RW07L

HIRL Rwy 8-26, 7L-25R and 7R-25L

REIL Rwy 26

	6.1 NM		5.7 NM		
CATEGORY	A	B	C	D	
RNP 0.30 DA	1523/50 407 (400-1)				

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

HIRL Rwy 8-26, 7L-25R and 7R-25L
RFIL Rwy 26

APP CRS	Rwy Idg	7800
078°	TDZE	1116
	Apt Elev	1135

RNAV (RNP) Z RWY 7R

PHOENIX SKY HARBOR INTL (PHX)

GPS required.

For uncompensated Baro-VNAV systems, procedure NA below 1 °C (34 °F) or above 46 °C (116 °F).

For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1 ½ .

MALSR

MISSED APPROACH: Climb to 5000 via track 078° to NAVOQ and via track 110° to IWA VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

4171

Procedure NA for arrivals at BUCKEYE (BKK) VORTAC via V461 westbound.

BUCKEYE BKK

5000 079° (10)

(IAF) ALLIS

4300 082° (18.4)

(IF) JEPES

3000 078° (6)

(FAF) OVNUY

1535 078° (5.7)

1473 1575 1602 1315 1318 1358 1472 1471 1262 1292 1575 1760 1518 1268 2704 2555 3141 3650 4512 4160 4354

MSA RW07R 25 NM

6200

ELEV 1135

078° to RW07R

1266 1150± 1182± 1152± 1123± 1169± 1170± 1169± 1165± 1161± 1138± TDZE 1116

1313 11489 X 150 10300 X 150 7800 X 150 25L 25R 26

MISSED APCH FIX

NAVOQ

WILLIE IWA

360° 180° 5 NM

JEPES	VGSI and RNAV glidepath not coincident.	5000	NAVOQ	trk 110°	IWA
4300	OVNUY	3000	trk 078°		
Procedure Turn NA					
GP 3.00°					
TCH 57					
	6 NM	5.7 NM			
CATEGORY	A	B	C	D	
RNP 0.30 DA	1523-1 407 (400-1)				
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED					

HIRL Rwy 8-26, 7L-25R and 7R-25L

REIL Rwy 26

SW-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	10591
078°	TDZE	1118
	Apt Elev	1135

RNAV (RNP) Z RWY 8

PHOENIX SKY HARBOR INTL (PHX)

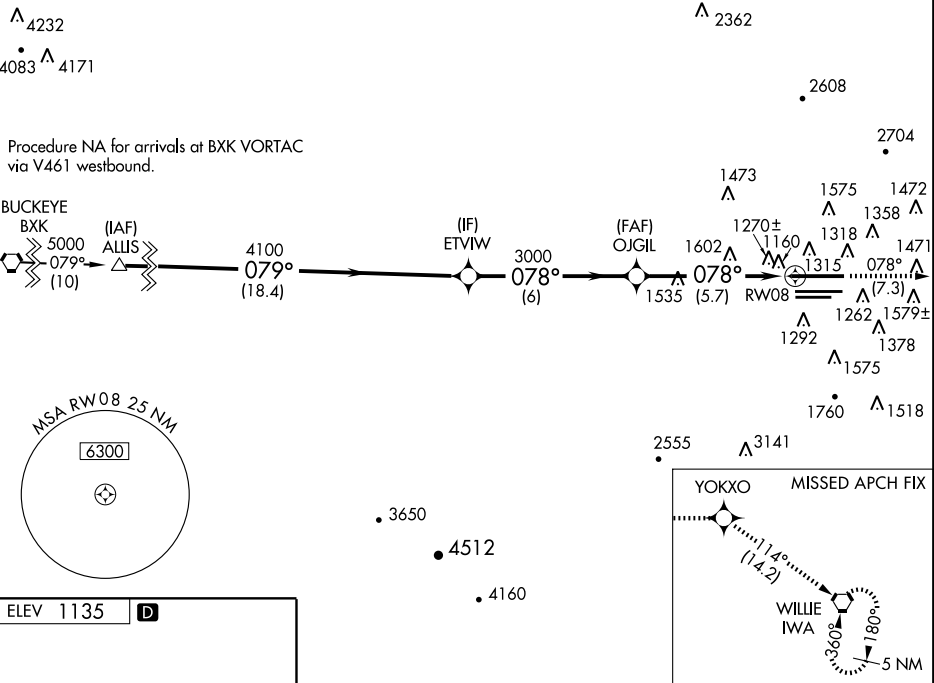
GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).
For inoperative MALSF, increase RNP 0.13 all Cats visibility to 1¼, and RNP 0.30 all Cats visibility to 1¾.

MALSF

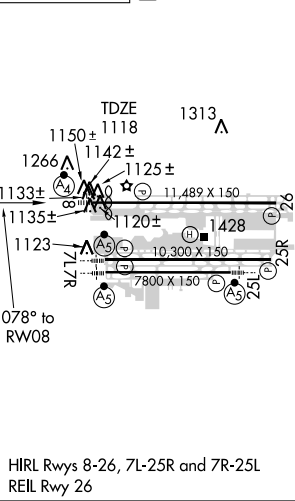


MISSED APPROACH: Climb to 5000 via track 078° to YOKXO and via track 114° to IWA VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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ELEV 1135 **D**



VGSI and RNAV glidepath not coincident.				
ALLIS	ETVIW	OJGIL	RW08	
5000	4100	3000		
GP 3.00°				
TCH 54				
18.4 NM	6 NM	5.7 NM		
CATEGORY	A	B	C	D
RNP 0.13 DA	1478-1 360 (400-1)			
RNP 0.30 DA	1603-1½ 485 (500-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS
258°

Rwy Idg
TDZE
1126

Apt Elev
1135

RNAV (RNP) Z RWY 25L

PHOENIX SKY HARBOR INTL (PHX)

For inoperative MALS, increase RNP 0.11 all Cats visibility to 1¾, RNP 0.30 all Cats visibility to 2.
Visibility reduction by helicopters NA. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).

MALS
AS

MISSED APPROACH: Climb to 5000 via track 258° to OVNUY and via track 261° to BKK VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
-----------------	---------------------------------	---	---	-------------------------

MISSED APCH FIX

BUCKEYE
BKK

084°
264°

5 NM

2608

2704

2830

3312

3381

2555

3141

1473

1575

1358

1472

1602

1315

1318

1471

(FAF) NAVOQ

3000

GIPSE

4000

(IF) HAMEK

5000

FIXAR

261° (34.4)

258° (7)

1292

1241±

1579± (5.6)

258°

3000 (3.8)

4000 (3.6)

258° (7.2)

RW25L

1378

1575

1760

1518

Procedure NA for arrivals at ZERLO via V190 northeast bound.

(IAF) ZERLO

7000

188°

(10.5)

MSA RW25L 25 NM

6300

ELEV 1135

D

1266

1150±

1123

1428

11.489 X 150

10.300 X 150

7800 X 150

258° to RW25L

TDZE 1126

1313

5000

OVNUY

trk 258°

trk 261°

BKK

VGSI and RNAV glidepath not coincident.

FIXAR

7000

Procedure Turn NA

GP 3.00°

TCH 49'

NAVQ

GIPSE

HAMEK

RW25L

3000

4000

5000

258°

5.6 NM

3.8 NM

3.6 NM

7.2 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	1617-1¼ 491 (500-1¼)			
RNP 0.30 DA	1664-1½ 538 (600-1½)			

HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED

SW-4, 14 JAN 2010 to 11 FEB 2010

RNAV (RNP) Z RWY 25R
PHOENIX SKY HARBOR INTL (PHX)

MISSED APPROACH: Climb to 5000 via track 258° to YECXY and via track 260° to BXX VORTAC and hold.

MISSED APCH FIX

Procedure NA for arrivals at ZERLO
via V190 northeastbound.



Diagram illustrating the layout of HIRL Rwy 8-26, 7L-25R, and 7R-25L. The diagram shows three parallel runways with various navigation aids and distances marked.

- Runway 8-26:** Located at the top. Marked with a star symbol and a distance of 11,489 X 150. A navigation aid symbol (A) is shown near the top left.
- Runway 7L-25R:** Located in the middle. Marked with a distance of 10,300 X 150. A navigation aid symbol (A) is shown near the bottom left.
- Runway 7R-25L:** Located at the bottom. Marked with a distance of 7800 X 150. A navigation aid symbol (A) is shown near the bottom left.
- Navigation Aids:** Various navigation aid symbols (A, H, G, S, B, N) are shown along the runways.
- Distances:** Distances are marked along the runways: 11,489 X 150, 10,300 X 150, and 7800 X 150.
- Other Markings:** A 'D' in a square is located at the top right. A note '258° to RWY 25R' points to the right side of the diagram.

RNAV (RNP) Z RWY 26
PHOENIX SKY HARBOR INTL (PHX)

MISSED APPROACH: Climb to 5000 via track 258° to OJGIL and via track 259° to BXK VORTAC and hold.

[illegible]

5000 ↑ trk 258°	OJGIL ✦	trk 259°	BXK ◻	VGSI and RNAV glidepath not coincident.	Procedure Turn NA
CATEGORY	A	B	C	D	
RNP 0.11 DA	1490-1¼ 355 (400-1¼)				
RNP 0.20 DA	1590-1½ 455 (500-1½)				
RNP 0.30 DA	1654-1¾ 519 (600-1¾)				
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED					

ATIS 127.575

CINC DEF

118 1 269 2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SC)

PHOENIX TOWER

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

119.2 281.45

BRYCE CANYON
112.8 BCE $\frac{1}{2}$: $\frac{1}{2}$:
Chan 75
N37°41.35'
W112°18.23'
I-9, H-3

DOVE CREEK
114.6 DVC 
Chan 93
N37°48.53'
W108°55.88'
L-9, H-3

RATTLESNAKE
115.3 RSK 
Chan 100
N36°44.90'
W108°05.93'
L-8, H-4

GRAND CANYON
113.1 GCN Ξ :-
Chan 78
N35°57.62'
W112°08.76'

TAKE-OFF MINIMUMS

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

TAKE-OFF OBSTACLES

Rwy 25L/25R/26: 1750 building

DEPARTURE OBSTACLES

Rwy 7L/7R/8: 1475 Mountain peak

Rwy 25L/25R/26: 3047 tower

FLAGSTAFF
113.85 FLG 
Chan 85 (Y)
N35°08.83'
W111°40.45'

WINSLOW
112.6 INW $\frac{\cdot}{\cdot}$
Chan 73
N35°03.70'
W110°47.70'

SILOW
N34°32.63
W111°32.0

DRAKE
114.1 DRK 
Chan 88

PHOENIX
115.6 PXR 
Chan 103
N33°25.98'
W111°58.21'

HAPPN
N34° 22.60'
W111° 36.01'

12000
*10000
006°
(20)

THOMM
N34°03.13'
W111°43.71'

NOTE: SILOW Departure restricted to
turbojet and turboprop aircraft only.

NOTE: DVC Transition for turboprops only.

NOTE: Aircraft filing over CIM and GCK file ST JOHNS Departure.

NOTE: Aircraft filing over GCN,
expect FL280 or below until GCN.

NOTE: FLG Transition for FLG or PGA arrivals only.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-4 14 JAN 2010 to 11 FEB 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

....Expect radar vectors to PXR R-006 to SILOW INT. Then via (transition). Expect filed altitude 3 minutes after departure.

BRYCE CANYON TRANSITION (SILOW1.BCE): From over SILOW INT via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, then via GCN R-341 and BCE R-161 (V257) to BCE VORTAC.

DOVE CREEK TRANSITION (SILOW1.DVC): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (SILOW1.FLG): From over SILOW INT via FLG R-155 to FLG VOR/DME.

RATTLESNAKE TRANSITION (SILOW1.RSK): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-038 and RSK R-219 (V95/J44) to RSK VORTAC.

SMALL ONE DEPARTURE (RNAV)

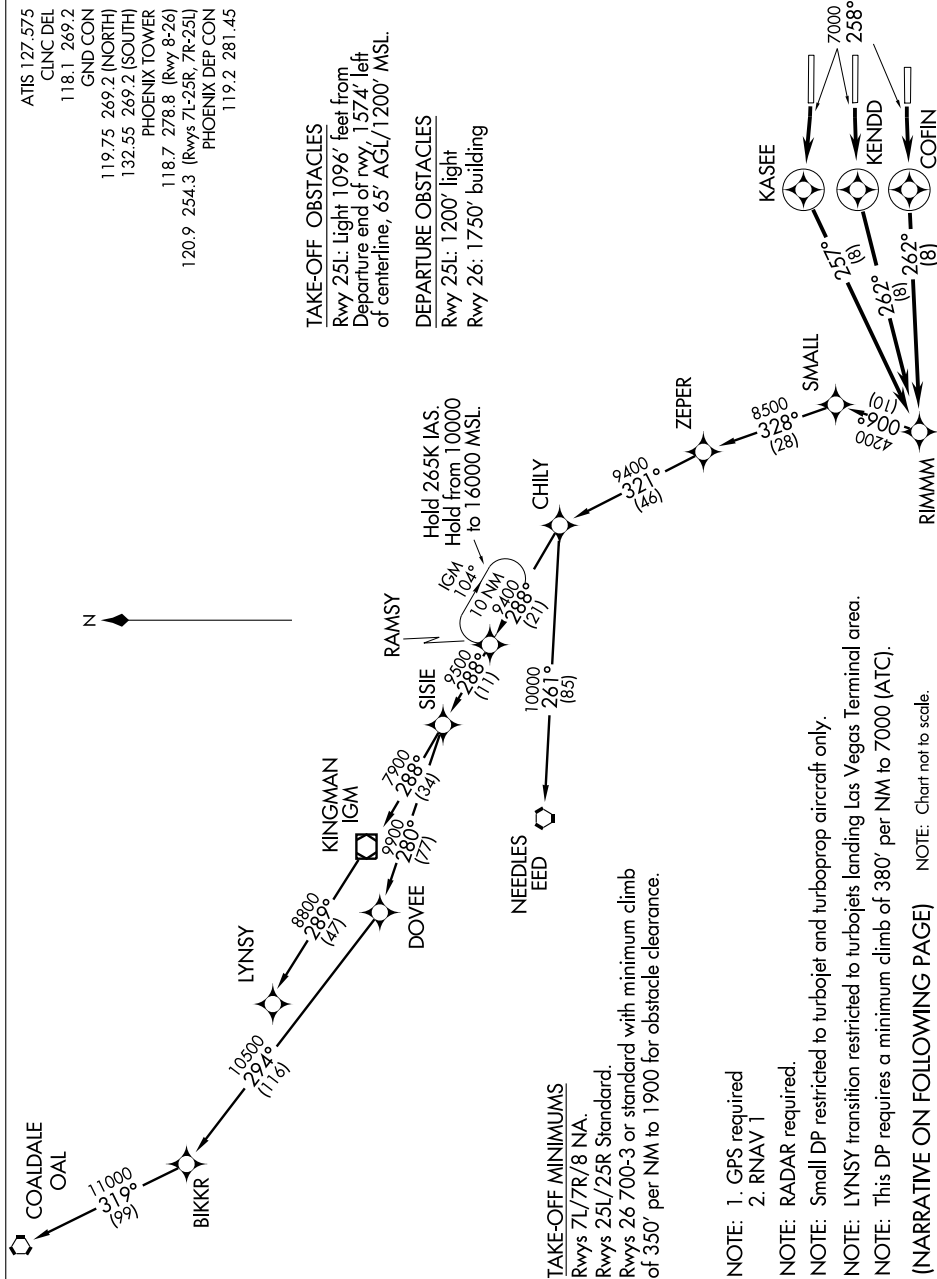
ATIS 127.575
 CLINC DEL
 118.1 269.2
 GND CON
 119.75 269.2 (NORTH)
 132.55 269.2 (SOUTH)
 PHOENIX TOWER
 118.7 278.8 (Rwy 8-26)
 20.9 254.3 (Rwys 7L-25R, 7R-25L)
 PHOENIX DEP CON
 119.2 281.45

TAKE-OFF OBSTACLES

Rwy 25L: Light 1096' feet from
Departure end of rwy, 1574' left
of centerline, 65' AGL/1200' MSL.

DEPARTURE OBSTACLES

Rwy 25L: 1200' light
Rwy 26: 1750' building



TAKE-OFF MINIMUMS

Rwys 7L/7R/8 NA.

Rwys 25L/25R Standard.

Rwys 26 700-3 or standard with minimum climb of 350' per NM to 1900 for obstacle clearance.

NOTE: 1. GPS required
2. RNAV 1

NOTE: RADAR required.

NOTE: Small DP restricted to turbojet and turboprop aircraft only.

NOTE: LYNBY transition restricted to turbojets landing Las Vegas Terminal area.

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SMALL ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then via 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then VIA 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then via 257° track to RIMMM, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (SMALL1.OAL)

LYNSY TRANSITION (SMALL1.LYNSY)

NEEDLES TRANSITION (SMALL1.EED)

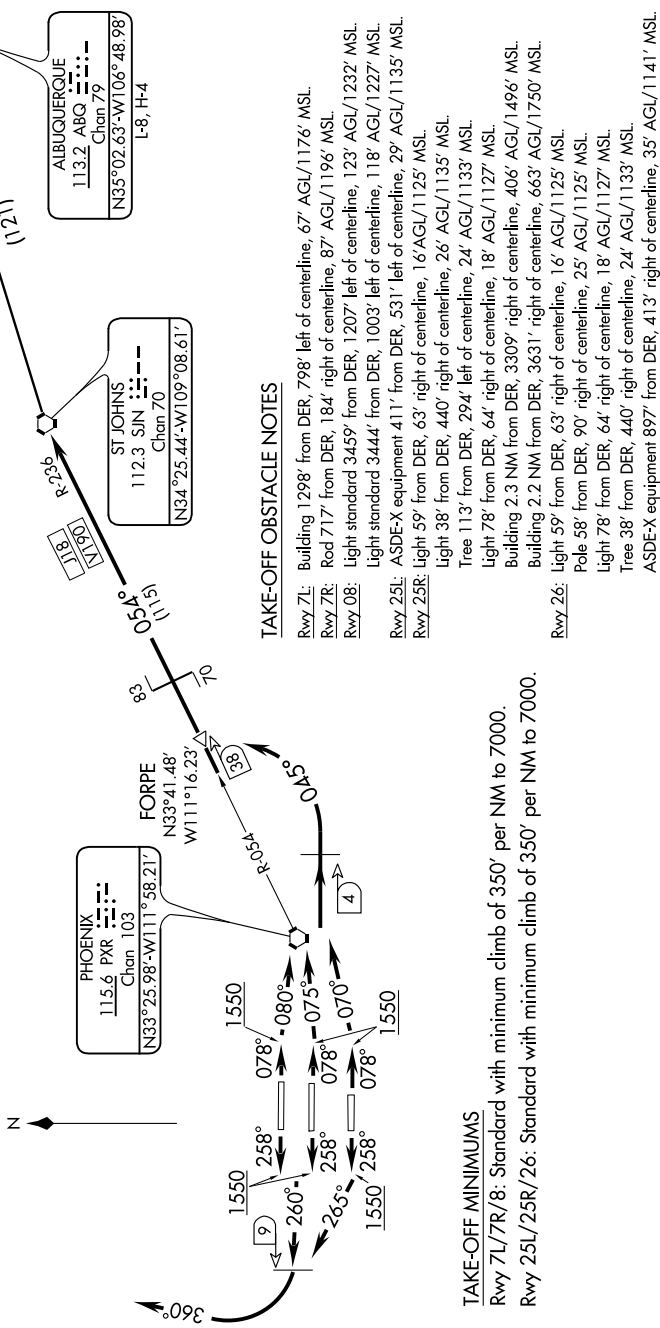
ST. JOHNS FIVE DEPARTURE

SL-322 (FAA)

PHOENIX SKY HARBOR (PHX)
PHOENIX, ARIZONA

NOTE: ST JOHNS DEPARTURE restricted to turbojet and turboprop aircraft only.
NOTE: Aircraft filing over ALS, RSK and points north of ALS file SILOW DEPARTURE.
NOTE: Aircraft filing over CIM, LVS and GCK file ST JOHNS DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONW, CNX, PNH, GAG, TCC, IRW, and TXO file MAXXO DEPARTURE.
NOTE: DME and RADAR required.

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2 281.45



TAKE-OFF OBSTACLE NOTES

Rwy 7L: Building 1298' from DER, 798' left of centerline, 67' AGL/1176' MSL.
Rod 717' from DER, 184' right of centerline, 87' AGL/1196' MSL.
Rwy 7R: Light standard 3459' from DER, 1207' left of centerline, 123' AGL/1232' MSL.
Rwy 08: Light standard 3444' from DER, 1003' left of centerline, 118' AGL/1227' MSL.
Rwy 25L: ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL.
Rwy 25R: Light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL.
Light 38' from DER, 440' right of centerline, 26' AGL/1135' MSL.
Tree 113' from DER, 294' left of centerline, 24' AGL/1133' MSL.
Light 78' from DER, 64' right of centerline, 18' AGL/1127' MSL.
Building 2.3 NM from DER, 3309' right of centerline, 406' AGL/1496' MSL.
Building 2.2 NM from DER, 3631' right of centerline, 663' AGL/1750' MSL.
Rwy 26: Light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL.
Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL.
Light 78' from DER, 64' right of centerline, 18' AGL/1127' MSL.
Tree 38' from DER, 440' right of centerline, 24' AGL/1133' MSL.
ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 350' per NM to 7000.
Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ST. JOHNS FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

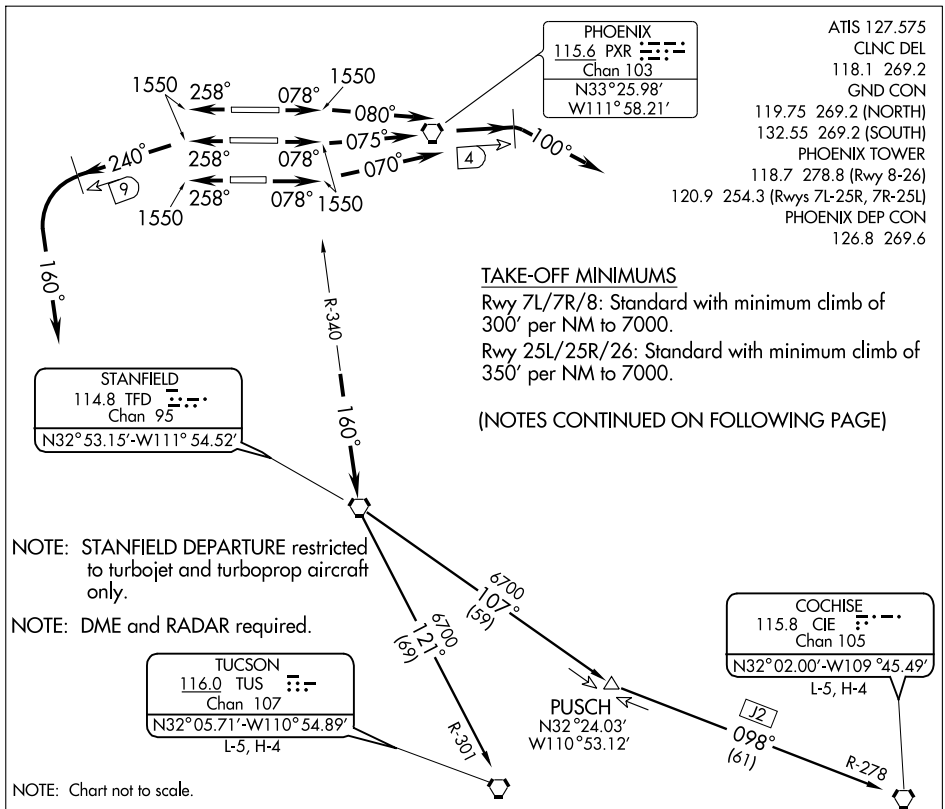
TAKE-OFF RUNWAY 25R/26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

TAKE-OFF RUNWAY 25L: Climb via 258° heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

. . . .via assigned transition. Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SJN5.ABQ): From over SJN VORTAC via SJN R-059 and ABQ R-240 to ABQ VORTAC.

STANFIELD TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to TFD R-340 to TFD VORTAC. Thence via (Transition). Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COCHISE TRANSITION (TFD2.CIE): From over TFD VORTAC via TFD R-107 to PUSCH INT, then via CIE R-278 to CIE VORTAC.

TUCSON TRANSITION (TFD2.TUS): From over TFD VORTAC via TFD R-121 and TUS R-301 to TUS VORTAC.

STANFIELD TWO DEPARTURE

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

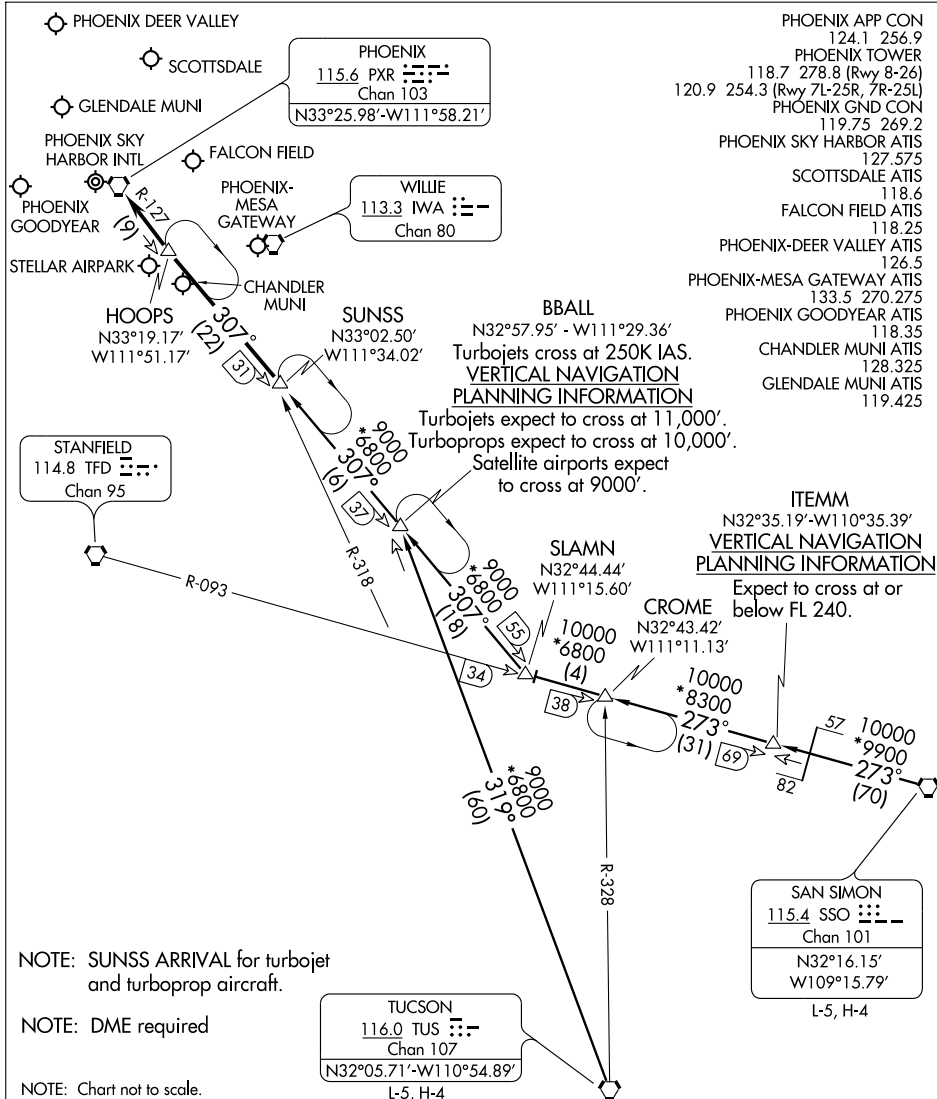
Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

(VANZZ1.VANZZ) 09127

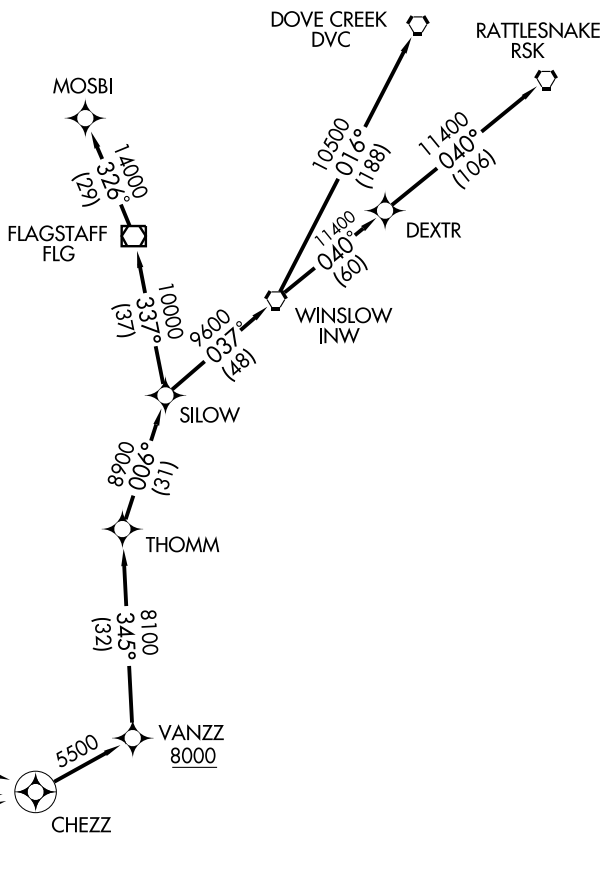
SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

VANZZ ONE DEPARTURE (RNAV)

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2 281.45



TAKE-OFF OBSTACLES

Rwy 7R: ROD 717, feet
from Departure end of rwy,
184' feet left of centerline,
61' AGL/1196' MSL.

TAKE-OFF MINIMUMS

Rwys 25L/25R/26: NA
Rwys 7L/7R/8 standard

NOTE: 1. GPS required
2. RNAV 1

NOTE: RADAR required.

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).

NOTE: VANZZ DP restricted to turbojet and turboprop aircraft only.

NOTE: FLG transition for FLG and PGA arrivals only.

NOTE: Aircraft filing over CIM, FTI, or GCK file CHEZZ or RIMM DP, ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, GAG, TCC,
BGD, IRW and TXO file CHEZZ or DSERT DP, DRYHT TRANSITION.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

VANZZ ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then VIA 074° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

DOVE CREEK TRANSITION (VANZZ1.DVC)

FLAGSTAFF TRANSITION (VANZZ1.FLG)

MOSBI TRANSITION (VANZZ1.MOSBI)

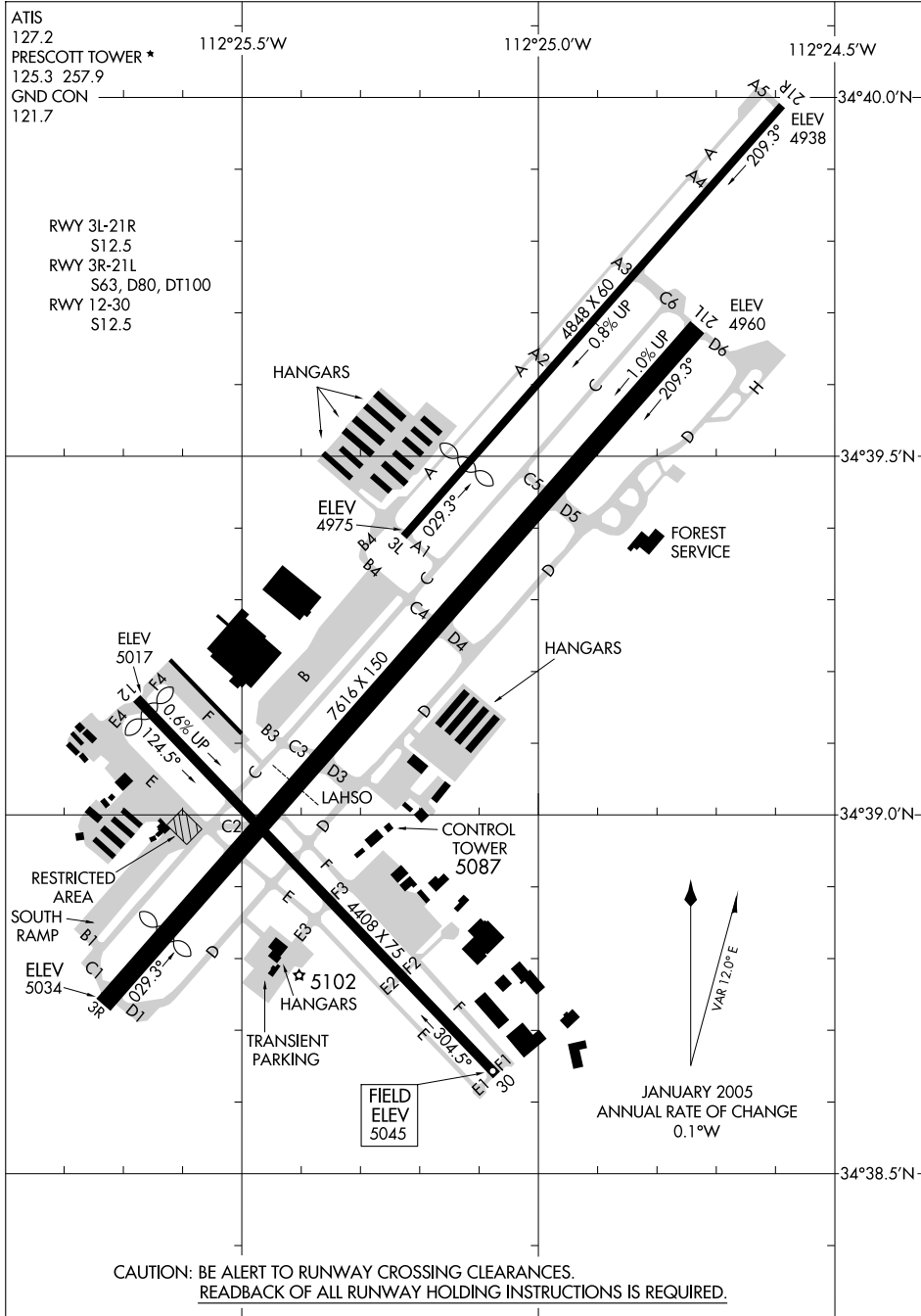
RATTLESNAKE TRANSITION (VANZZ1.RSK)

AIRPORT DIAGRAM

AL-546 (FAA)

PRESCOTT/ERNEST A. LOVE FIELD (PRC)

PRESCOTT, ARIZONA



SW-4, 14 JAN 2010 to 11 FEB 2010

GPS RWY 12

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

T

ANA

MISSED APPROACH: Climbing left turn to 9000 direct IRODY WP and hold.

ATIS
127.2

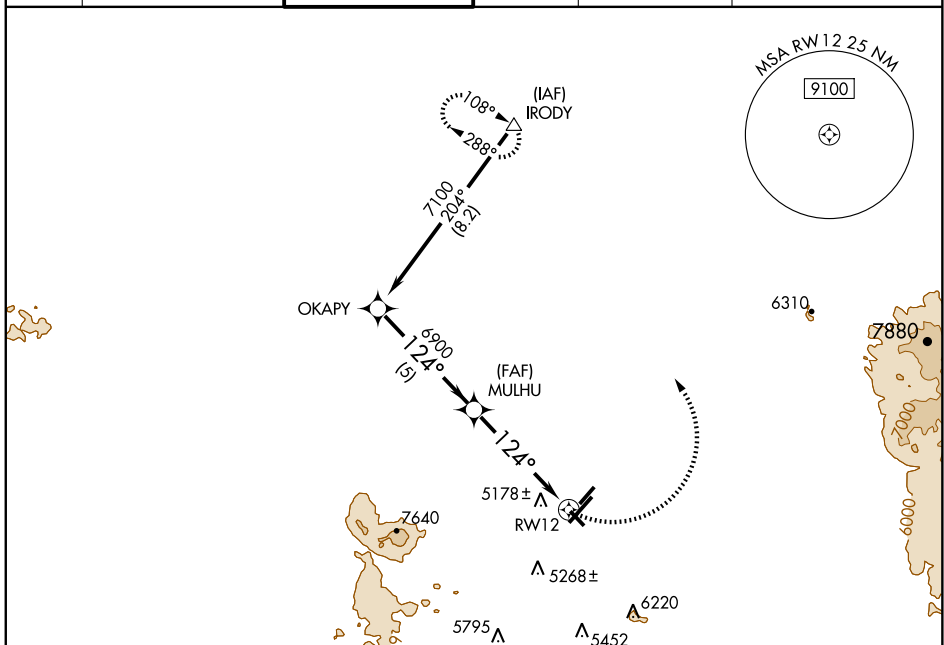
ALBUQUERQUE CENTER
128.45 298.9

PRESCOTT TOWER ★
125.3 (CTAF) 257.9

GND CON
121.7

PRESCOTT RADIO
122.4 255.4

128.75 L (12-30)
125.3 (CTAF) L (3R-21L)



SW-4. 14 JAN 2010 to 11 FEB 2010

ELEV 5045

VGSI and descent angles not coincident.

9000

1505

CATEGORY	A	B	C	D
S-12	5440-1 416 (400-1)		5440-1¼ 416 (400-1¼)	
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

MIRL Rwy 3L-21R

MIRL Rwy 3R-21L and 12-30 **L**

REIL Rwys 3R, 12, 21L and 30

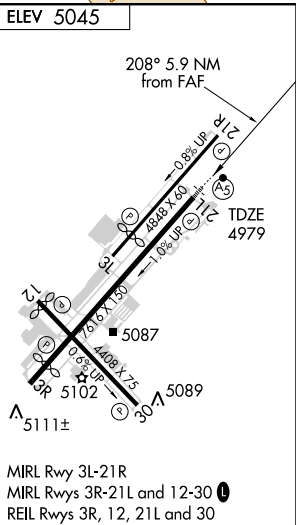
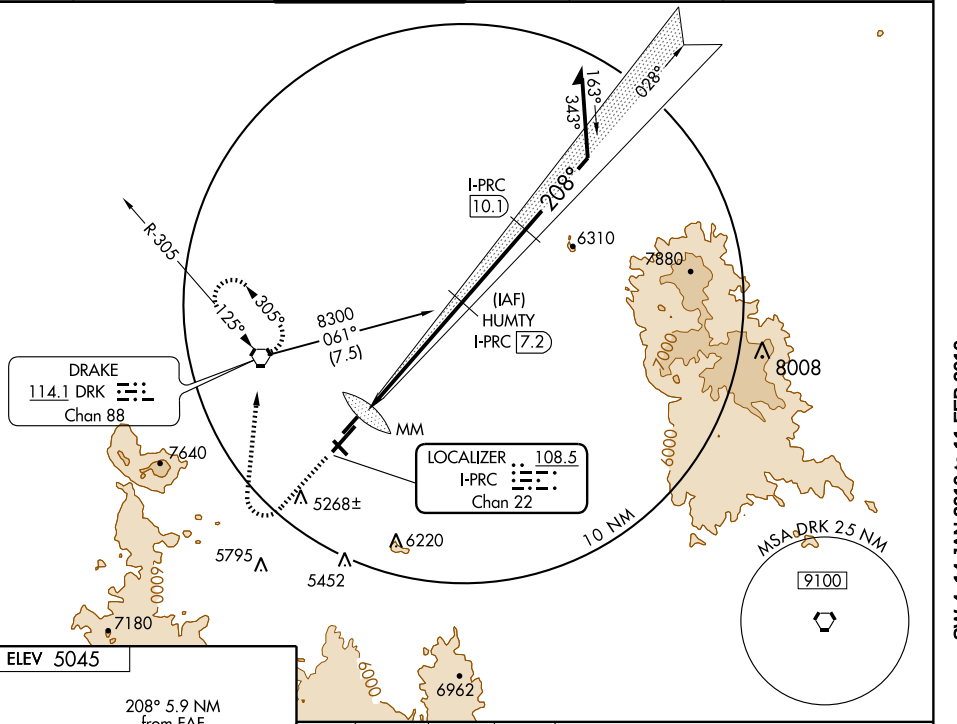
▼

▲

MALSR

MISSED APPROACH: Climb to 5600, then climbing right turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	128.75 (12-30)
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	125.3 (CTAF) (3R-21L)



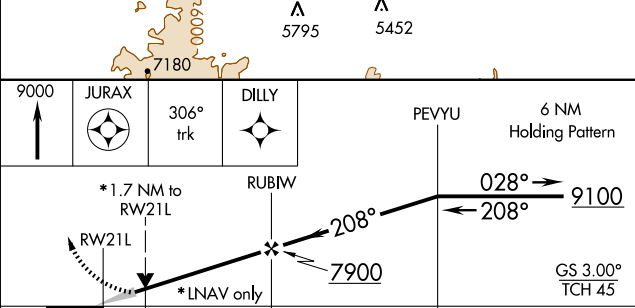
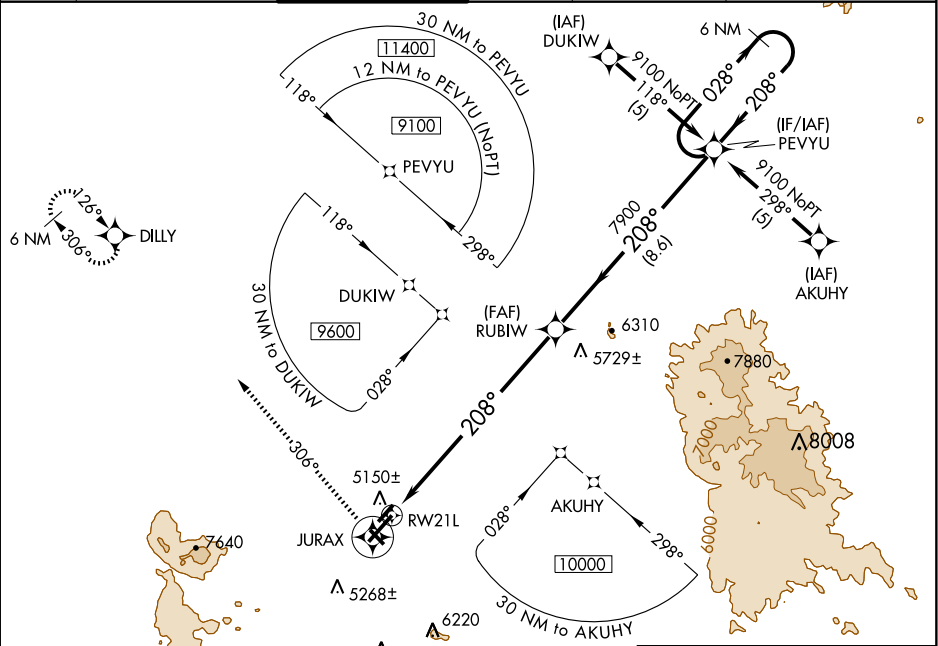
	5600	9000	DRK	HUMTY	
	↑	DRK R-305	114.1	I-PRC 7.2	
			Use I-PRC DME when on LOC course.		
	I-PRC 1.4	MM			
	0.5	5.4 NM	2.9 NM		
CATEGORY	A	B	C	D	
S-ILS 21L	5179-½ 200 (200-½)				
S-LOC 21L	5380-½	401 (400-½)	5380-¾	401 (400-¾)	
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)	

WAAS CH 40002 W21A	APP CRS 208°	Rwy Idg TDZE Apt Elev 7616 4979 5045
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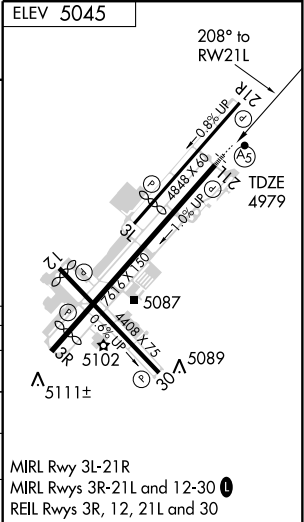
RNAV (GPS) RWY 21L

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -25°C (-13°F).	MALSR A5 1000	MISSED APPROACH: Climb to 9000 direct JURAX and via 306° track to DILLY and hold.			
ATIS 127.2	ALBUQUERQUE CENTER 128.45 298.9	PRESCOTT TOWER ★ 125.3 (CTAF) 257.9	GND CON 121.7	PRESCOTT RADIO 122.4 255.4	128.75 0 (12-30) 125.3 (CTAF) 0 (3R-21L)



CATEGORY	A	B	C	D
LPV DA	5230-½ 251 (200-½)			
LNAV/VNAV DA	5380-1 401 (400-1)			
LNAV MDA	5560-½ 581 (600-½)	5560-1 581 (600-1)	5560-1 581 (600-1¼)	5560-1¼ 581 (600-1¼)
CIRCLING	5560-1½ 515 (600-1½)	5560-1½ 615 (700-1½)	5720-2 675 (700-2)	6000-3 955 (1000-3)



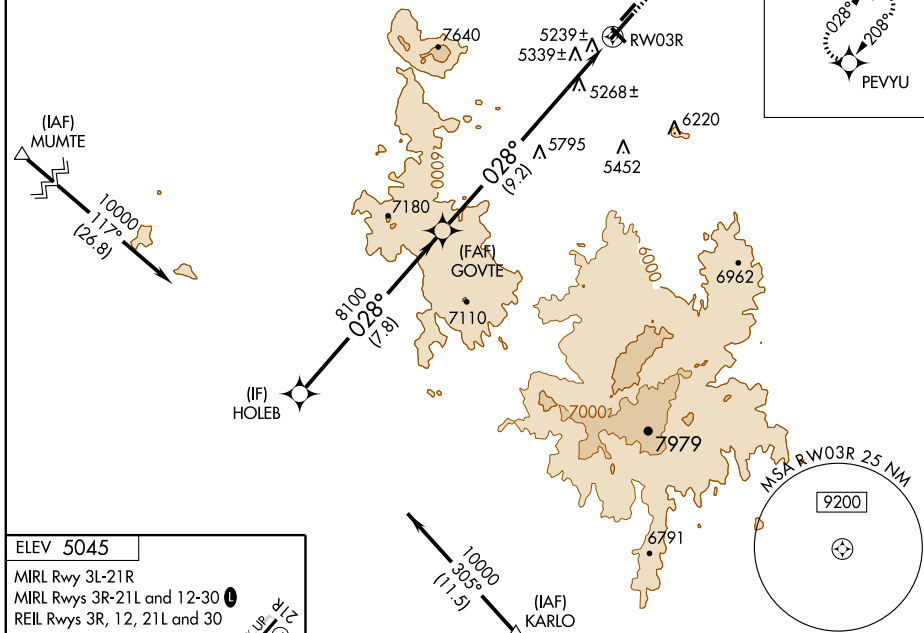
RNAV (RNP) RWY 3R
PRESCOTT / ERNEST A. LOVE FIELD (PRC)

MISSED APPROACH: Climb to 9100
via track 028° to PEVYU and hold.

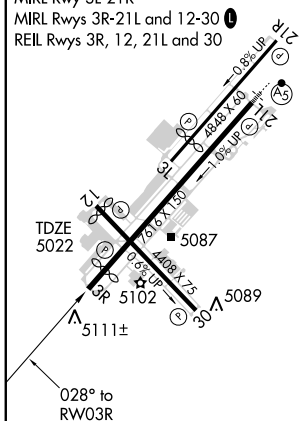
128.75 L (12-30)
125.3 (CTAF) L (3R-21L)

Procedure NA for arrival at KARLO via V105 southeast bound, and for arrival at MUMTE via V12 southwest bound.

MISSED APCH FIX



MIRL Rwy 3L-21R
MIRL Rwys 3R-21L and 12-30
REIL Rwys 3R, 12, 21L and 30



HOLEB

GOVTE

9100

PEVYU

trk 028°

VGSI and RNAV glidepath not coincident.

Procedure
Turn
NA
GS 3.00°
TCH 62

8100

KYUOKU

RNP 0.15 DA

5492-1½ 470 (500-1½)

5667-2¼ 645 (700-2¼)

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**

VORTAC DRK 114.1 Chan 88	APP CRS 125°	Rwy Idg TDZE Apt Elev	4258 5024 5045
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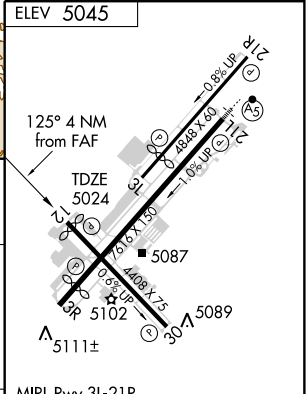
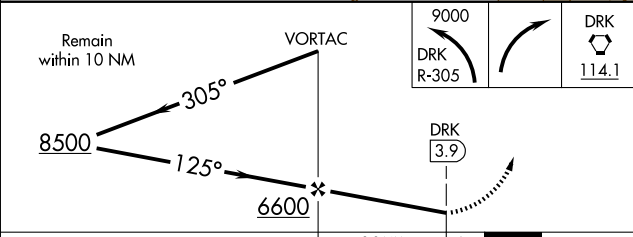
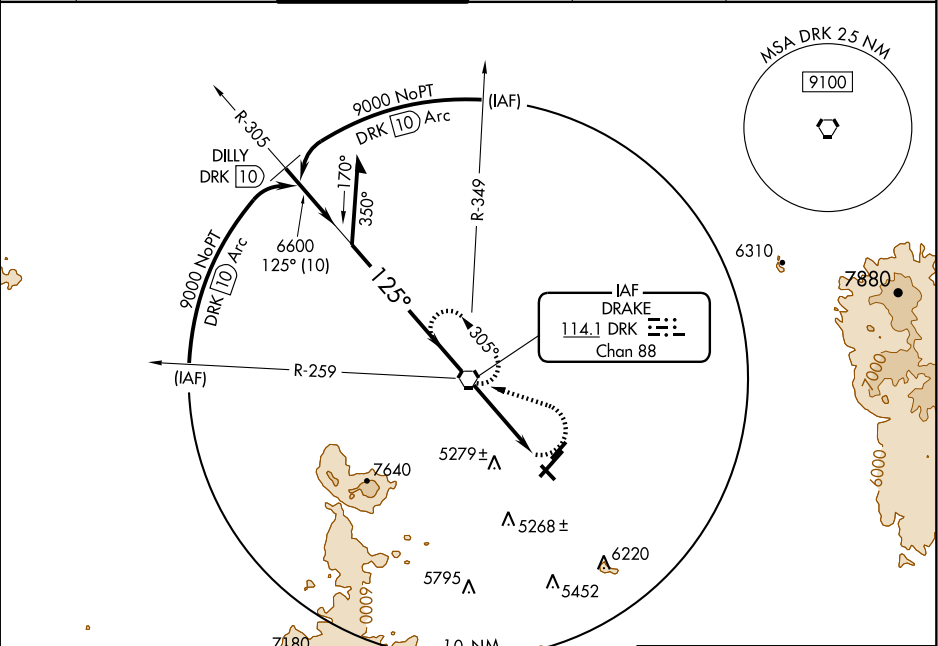
VOR RWY 12

PRESCOTT / ERNEST A. LOVE FIELD (PRC)



MISSED APPROACH: Climbing left turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS 127.2	ALBUQUERQUE CENTER 128.45 298.9	PRESCOTT TOWER ★ 125.3 (CTAF) 257.9	GND CON 121.7	PRESCOTT RADIO 122.4 255.4	128.75 ① (12-30) 125.3 (CTAF) ① (3R-21L)
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CATEGORY	A	B	C	D
S-12	5540-1 516 (500-1)	5540-1½ 516 (500-1½)	5540-1¾ 516 (500-1¾)	5540-2 516 (500-2)
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)

MIRL Rwy 3L-21R				
MIRL Rwy 3R-21L and 12-30 ①				
REIL Rwy 3R, 12, 21L and 30				
FAF to MAP 3.9 NM				
Knots	60	90	120	150 180
Min:Sec	3:54	2:36	1:57	1:34 1:18

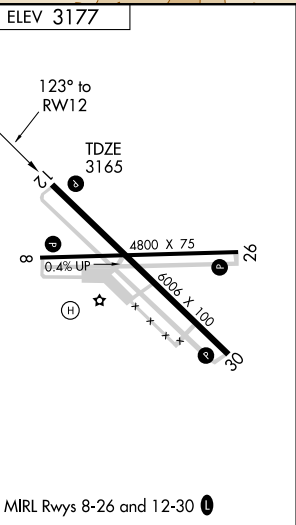
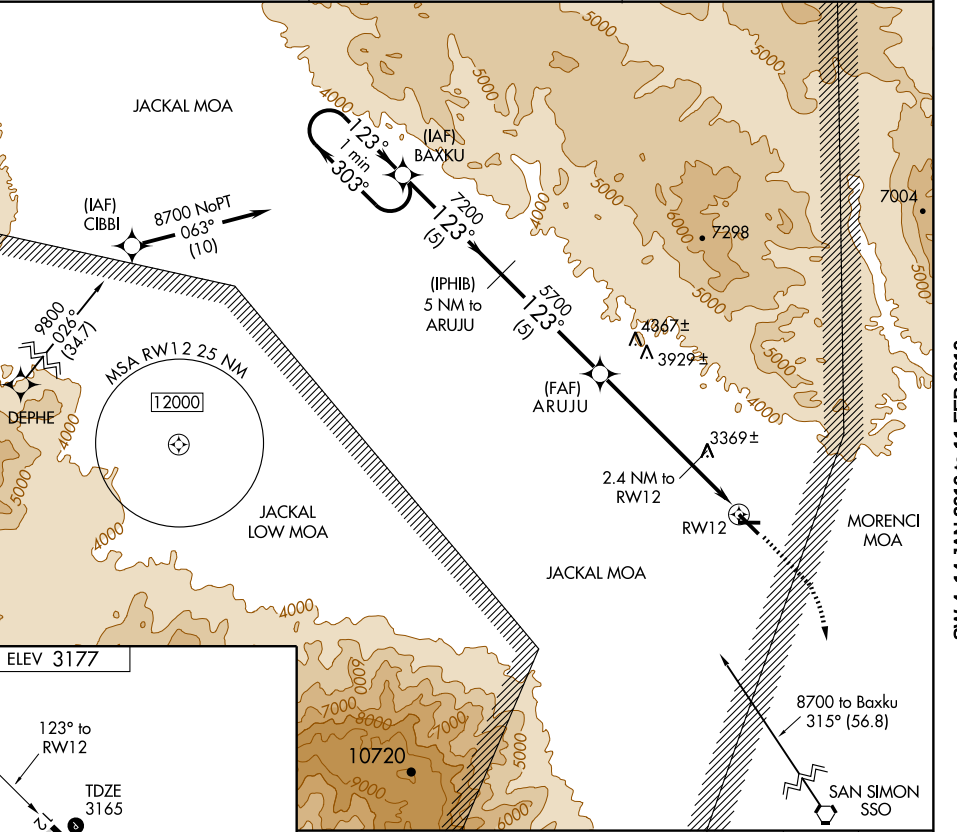
▼

▲

NA

MISSED APPROACH: Climb to 4000 then climbing right turn to 8700 direct SSO VORTAC.

ASOS 124.175	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern

BAXKU

(IPHIB) 5 NM to ARUJU

ARUJU

2.4 NM to RW12

8700

4000

8700

SSO

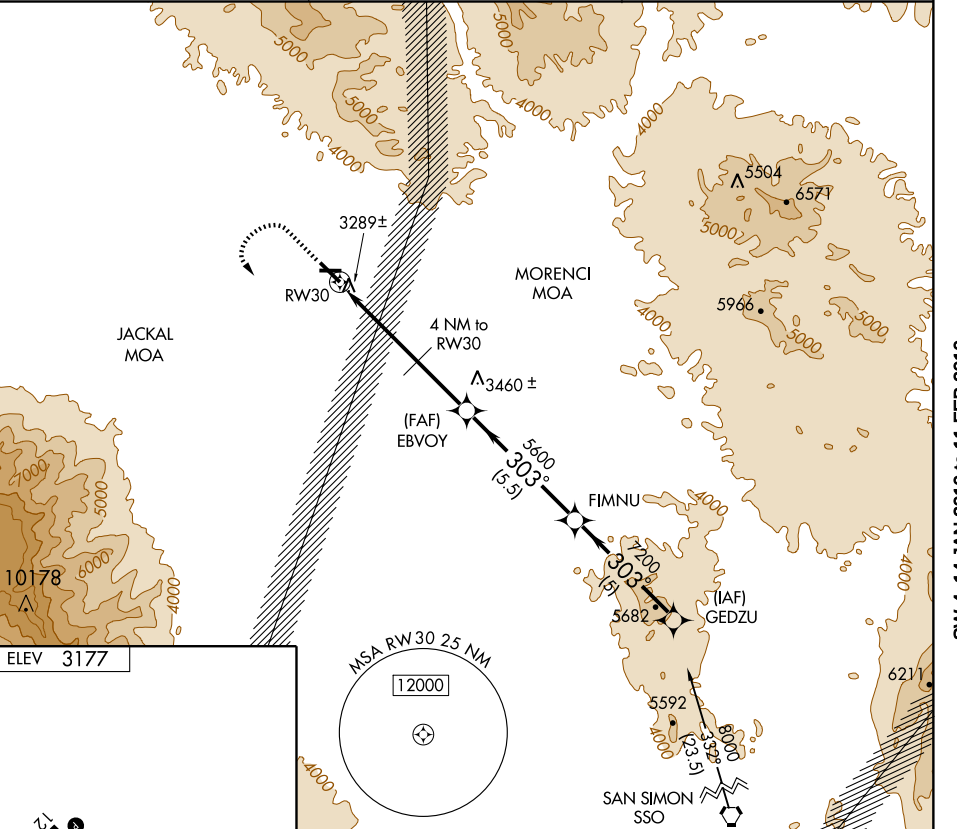
CATEGORY	A	B	C	D
S-12	3560-1	395 (400-1)	NA	
CIRCLING	3720-1 543 (600-1)	3760-1 583 (600-1)	NA	

▼

▲NA

MISSED APPROACH: Climb to 4000 then climbing left turn to 8700 direct SSO VORTAC.

ASOS 124.175	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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4000

8700

SSO

RW30

4 NM to RW30

EBVOY

FIMNU

GEDZU

4660

5600

7200

7800

4 NM

2.5 NM

5.5 NM

5 NM

TDZE 3167

303° to RW30

CATEGORY	A	B	C	D
S-30	3540-1	373 (400-1)	NA	
CIRCLING	3720-1 543 (600-1)	3760-1 583 (600-1)	NA	

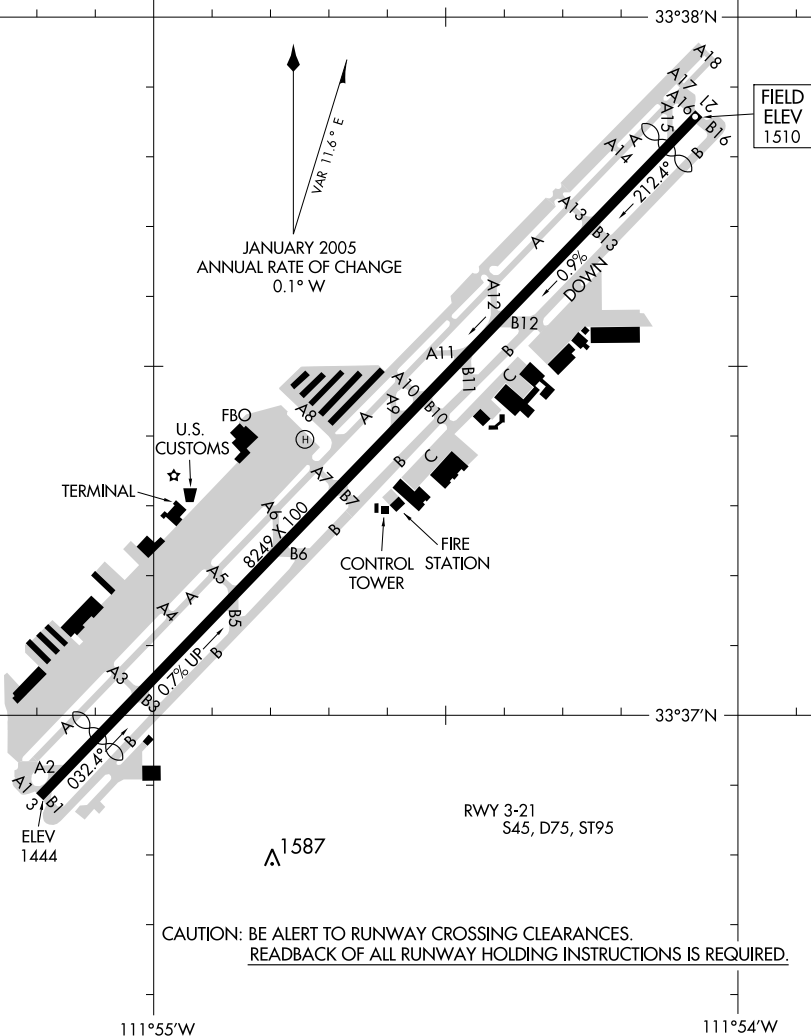
SW-4, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-5651 (FAA)

SCOTTSDALE (SDL)
SCOTTSDALE, ARIZONA

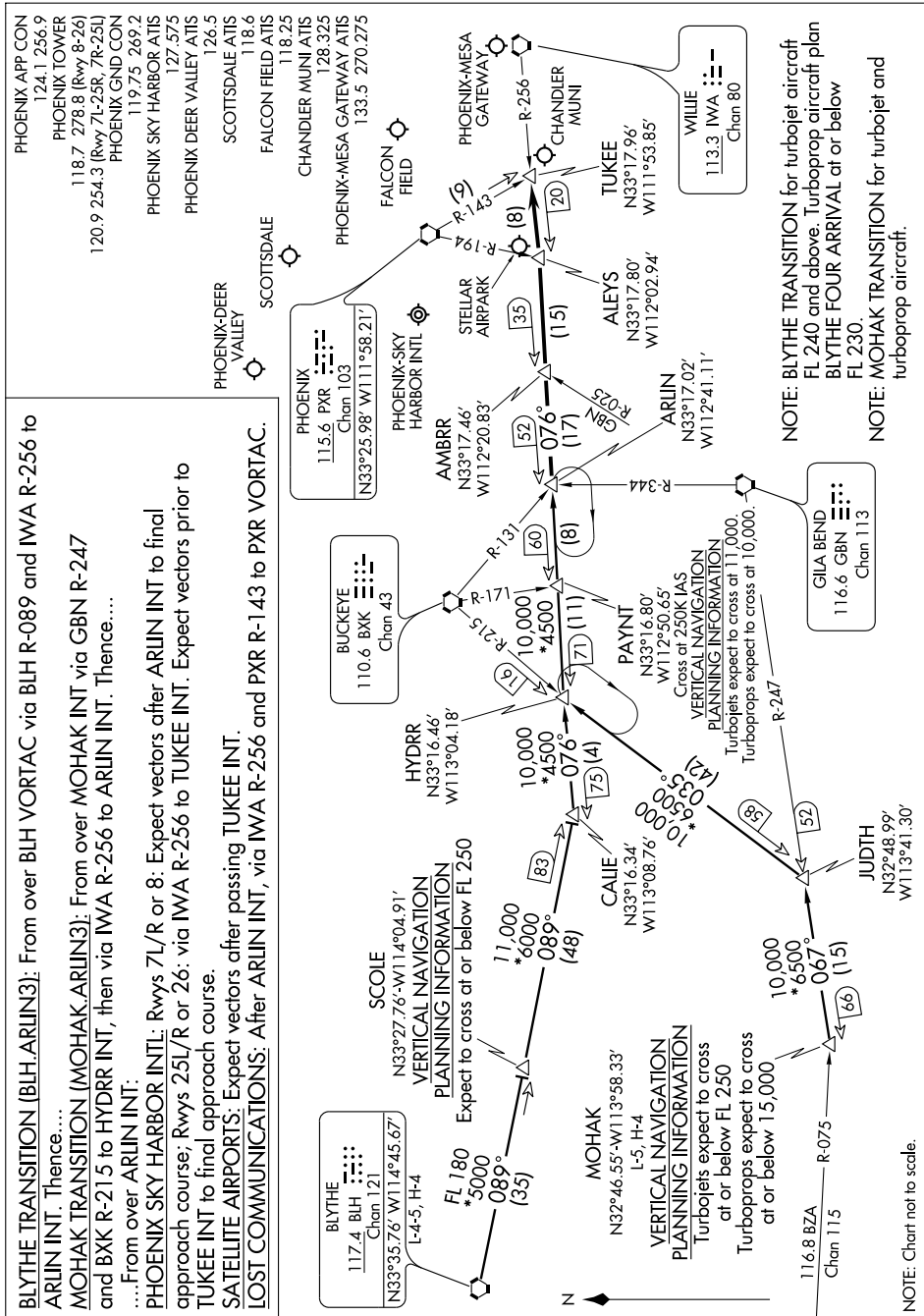
ATIS
118.6
SCOTTSDALE TOWER ★
119.9
GND CON
121.6
CLNC DEL
124.8



ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



JACOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

PHOENIX APP CON

120.7 239.0

DEER VALLEY TOWER ★

118.4 (R_{wy} 7R-25L) 120.2 (R_{wy} 7L-25R)

FALCON TOWER★124.6

SCOTTSDALE TOWER★119.9

CHANDLER MUNICIPAL ATIS

128.325

PHOENIX DEER VALLEY ATIS 126.5

GLENDALÉ MUNI ATIS

119.425

PHOENIX SKY HARBOR ATIS

127.575

PHOENIX GOODYEAR ATIS

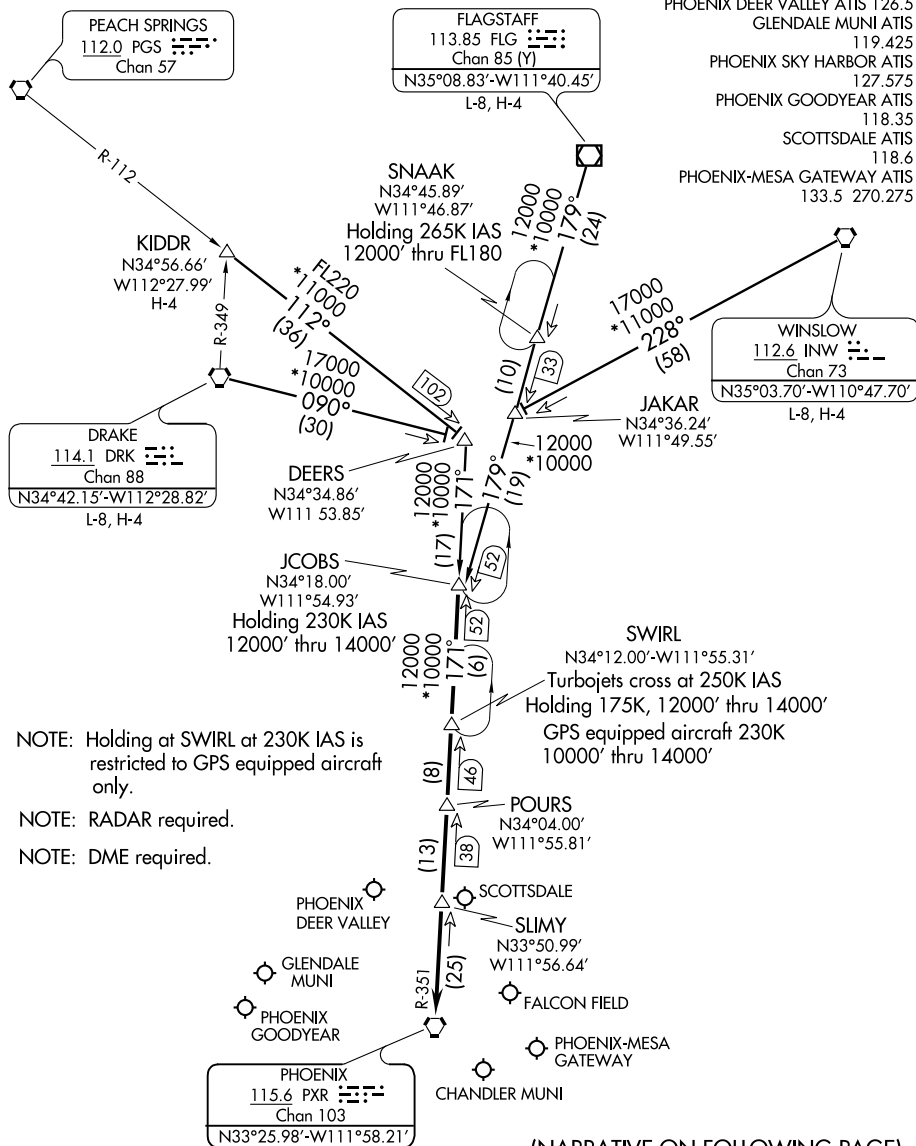
118.35

SCOTTSDALE ATIS

118.6

PHOENIX-MESA GATEWAY ATIS

133,5 270,275



SW-4 14 JAN 2010 to 11 FEB 2010

(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

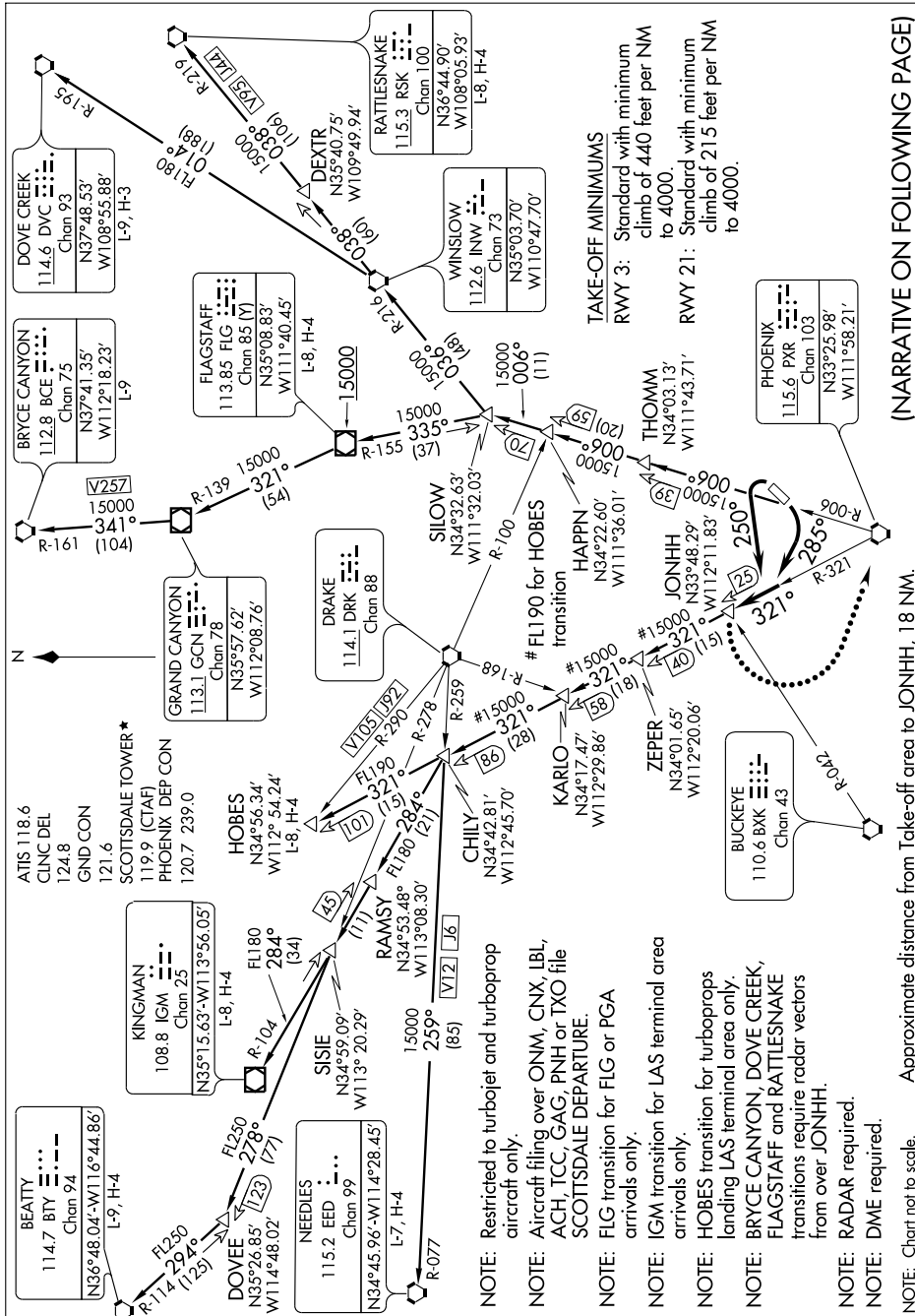
FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.



(NARRATIVE ON FOLLOWING PAGE)

Approximate distance from Take-off area to JONHH, 18 NM.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence

. . . . Via assigned transition.

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (JONHH1.BTY): From over JONHH INT via PXR R-321 to CHILY INT, then via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, and then via BTY R-114 to BTY VORTAC.

BRYCE CANYON TRANSITION (JONHH1.BCE): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, and then via GCN R-341 and BCE R-161 to BCE VORTAC.

DOVE CREEK TRANSITION (JONHH1.DVC): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via INW R-216 to INW VORTAC, and then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (JONHH1.FLG): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT and via FLG R-155 to FLG VOR/DME.

HOBES TRANSITION (JONHH1.HOBES): From over JONHH INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (JONHH1.IGM): From over JONHH INT via PXR R-321 to CHILY INT, then via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (JONHH1.EED): From over JONHH INT via PXR R-321 to CHILY INT, then via DRK R-259 and EED R-077 to EED VORTAC.

RATTLESNAKE TRANSITION (JONHH1.RSK): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via INW R-216 to INW VORTAC, and then via INW R-038 and RSK R-219 to RSK VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.

Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.

Tree, 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.

Light standard, 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

Rwy 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.

Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.

Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.

Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

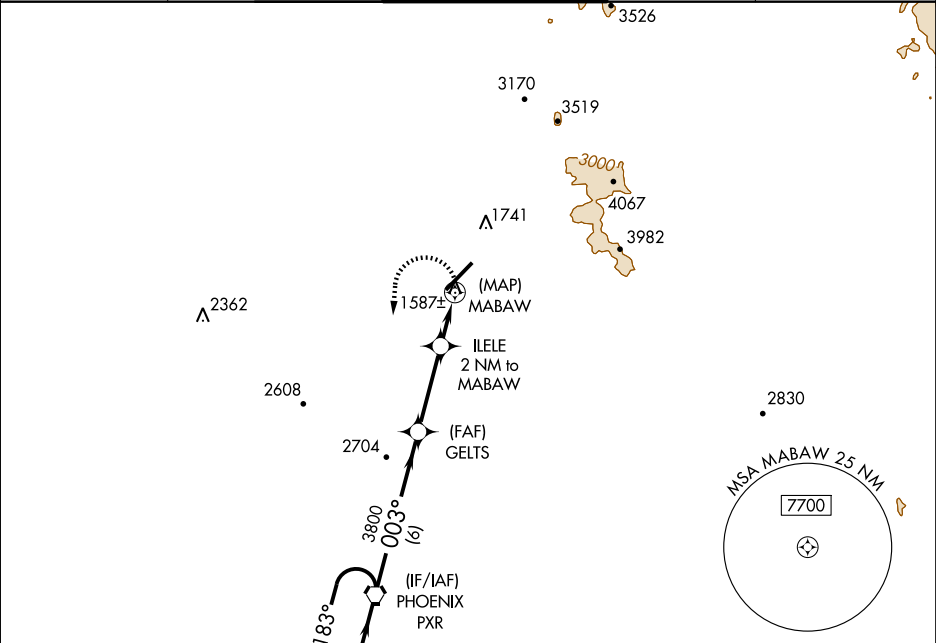
RNAV (GPS)-E
SCOTTSDALE (SDL)

APP CRS	Rwy Idg	N/A
003°	TDZE	N/A
	Apt Elev	1510

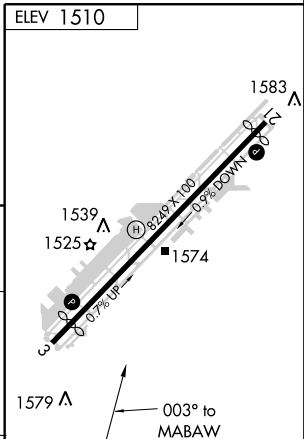
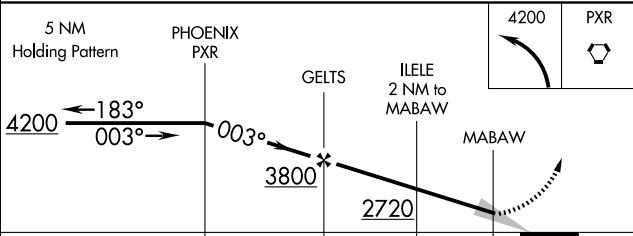
⚠ DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting and increase all MDA 100 feet; increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4200 direct PXR VORTAC and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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NoPT for arrival on PXR VORTAC airway radials 143 CW 260.



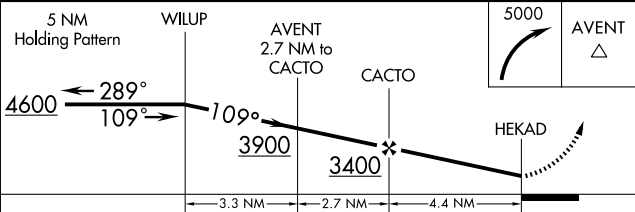
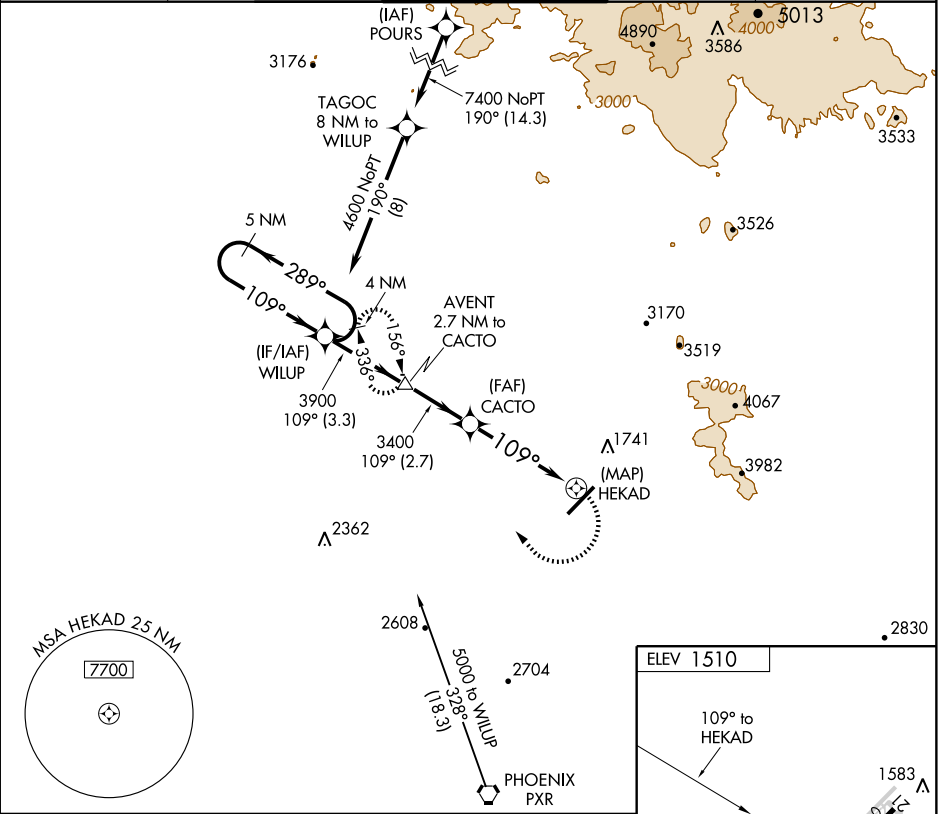
CATEGORY	A	B	C	D
CIRCLING	2040-1 530 (600-1)	2060-1 550 (600-1)	2060-1½ 550 (600-1½)	NA

MIRL Rwy 3-21 0
REIL Rwy 3 and 21 0

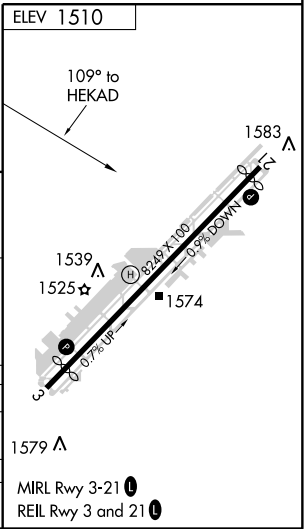
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct AVENT and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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CATEGORY	A	B	C	D
CIRCLING	2080-1	570 (600-1)	2080-1½ 570 (600-1½)	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS				
CIRCLING	2160-1	650 (700-1)	2160-1¾ 650 (700-1¾)	NA



RNAV (RNP) RWY 21

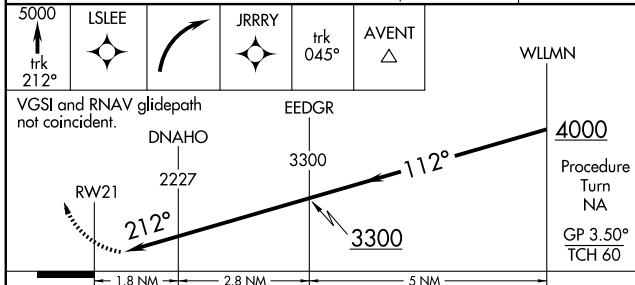
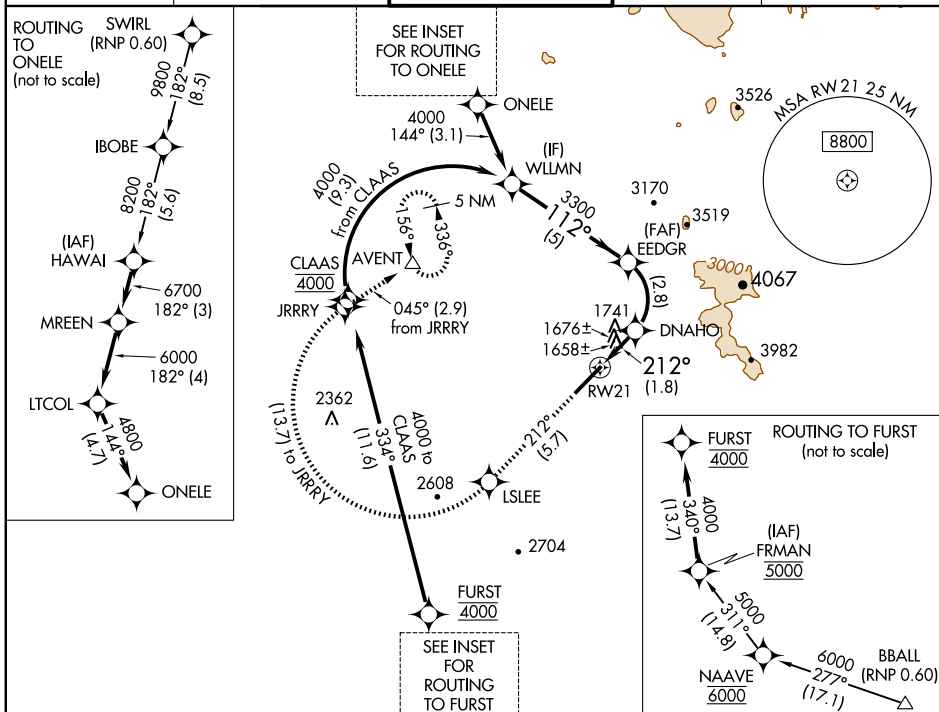
SCOTTSDALE (SDL)

APP CRS	Rwy Idg	7849
212°	TDZE	1510
	Apt Elev	1510

RF and GPS required. Visibility reduction by helicopters NA.
 For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 44°C (112°F).
 When local altimeter setting not received procedure NA.

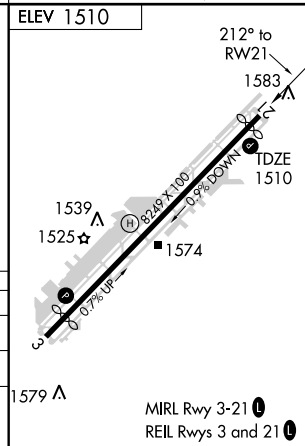
MISSED APPROACH: Climb to 5000 via track 212° to LSLEE, and via right turn to JRRRY, and via track 045° to AVENT and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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CATEGORY	A	B	C	D
RNP 0.10 DA	1948-1¼	438 (500-1¼)		NA
RNP 0.16 DA	1987-1½	477 (500-1½)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS 032°	Rwy Idg TDZE Apt Elev	7510 1470 1510
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RNAV (RNP) Y RWY 3 SCOTTSDALE (SDL)

T RF and GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 5000 via left turn to AXFUR, and via left turn to BWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

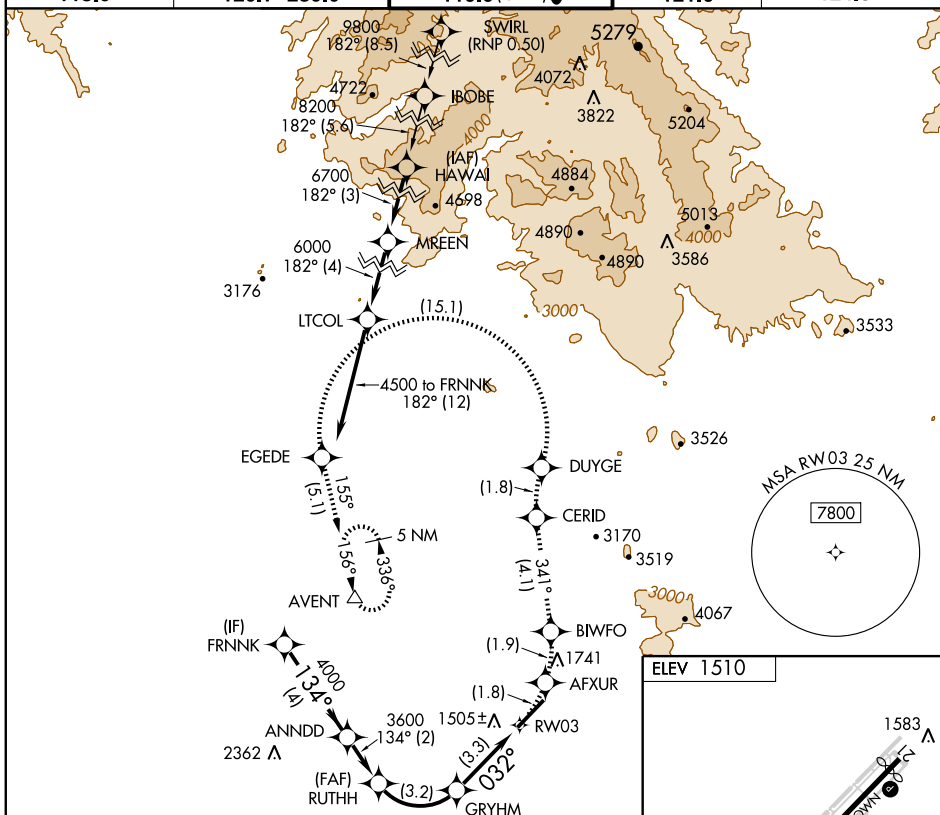
ATIS
118.6

PHOENIX APP CON
120.7 239.0

SCOTTSDALE TOWER
119.9 (CTAF) **L**

GND CON
121.6

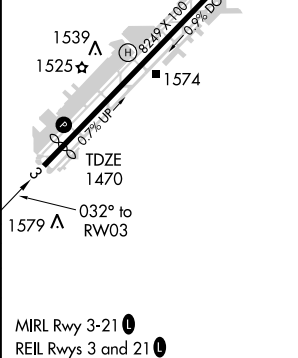
CLNC DEL
124.8



SW-4. 14 JAN 2010 to 11 FEB 2010

VGSI and RNAV glidepath not coincident. FRNNK ANND RUTHH GRYHM RW03 4500 4000 3600 2542 Procedure Turn NA GP 3.00° TCH 60 134° 032°				5000 	AXFUR 	BIWFO 
4 NM 2 NM 3.2 NM 3.3 NM						
CATEGORY	A		B	C		D
RNP 0.30 DA	1829-1¼		359 (400-1¼)			NA

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



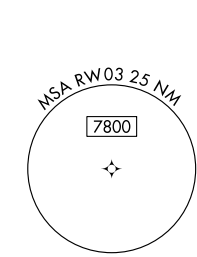
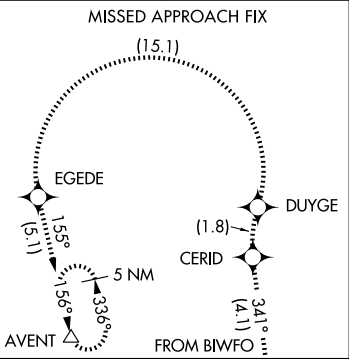
RNAV (RNP) Z RWY 3
SCOTTSDALE (SDL)

APP CRS	Rwy Idg	7510
032°	TDZE	1470
	Apt Elev	1510

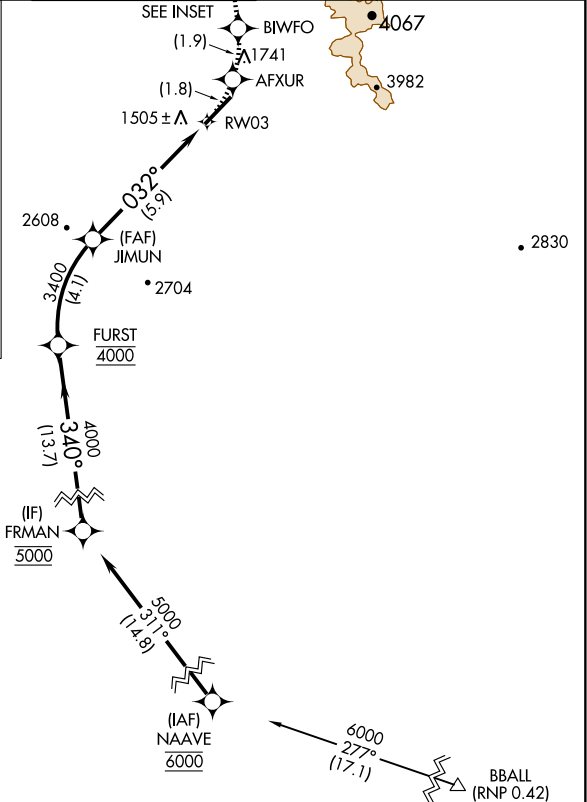
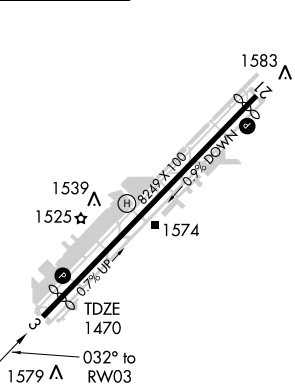
RF and GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below
1°C (31°F) or above 54°C (130°F). When local altimeter setting not
received procedure NA. Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 5000 via left turn to
AFXUR, and via left turn to BIWFO, and via track 341°
to CERID, and via right turn to DUYGE, and via left turn
to EGEDE, and via track 155° to AVENT and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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ELEV 1510



VGSi and RNAV glidepath not coincident.		5000	AFXUR	BIWFO
FRMAN	FURST	JIMUN		
<u>5000</u>		3400	RW03	
Procedure Turn NA	340°		032°	
GP 3.00°	<u>4000</u>	3400		
TCH 60	3400			
13.7 NM		4.1 NM	5.9 NM	

SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED

MIRL Rwy 3-21 0
REIL Rwy 3 and 21 0



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence

. . . . via radar vectors to (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition . Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SCOT6.ABQ): From over JONHH INT via radar vectors and PXR R-054 and SJN R-236 to SJN VORTAC, then via SJN R-059 and ABQ R-240 to ABQ VORTAC.

BLYTHE TRANSITION (SCOT6.BLH): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC, then via BXK R-262 and BLH R-080 to BLH VORTAC.

BUCKEYE TRANSITION (SCOT6.BXK): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC.

COCHISE TRANSITION (SCOT6.CIE): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-107 to PUSCH INT, and then via CIE R-278 to CIE VORTAC.

DINGO TRANSITION (SCOT6.DINGO): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-133 to BASER INT, and then via TUS R-295 to DINGO INT.

GILA BEND TRANSITION (SCOT6.GBN): From over JONHH INT via radar vectors and PXR R-206 to MOBIE INT, then via GBN R-055 to GBN VORTAC.

TUCSON TRANSITION (SCOT6.TUS): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-121 and TUS R-301 to TUS VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.

Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.

Tree 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.

Light standard 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

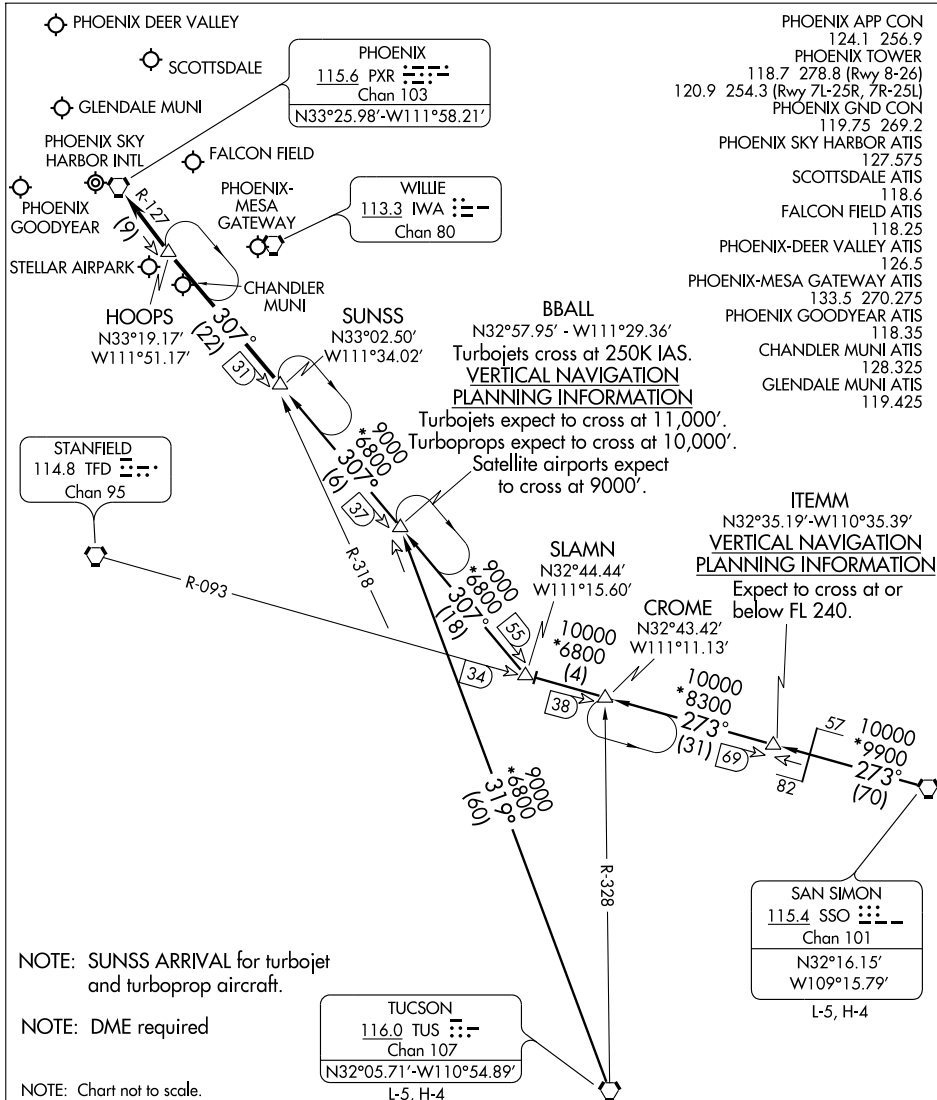
RWY 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.

Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.

Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.

Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

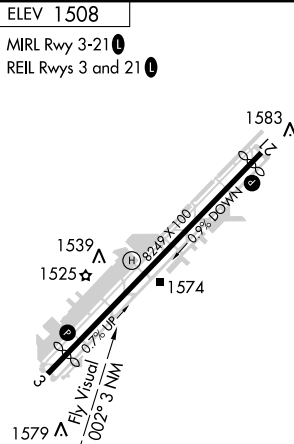
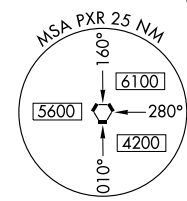
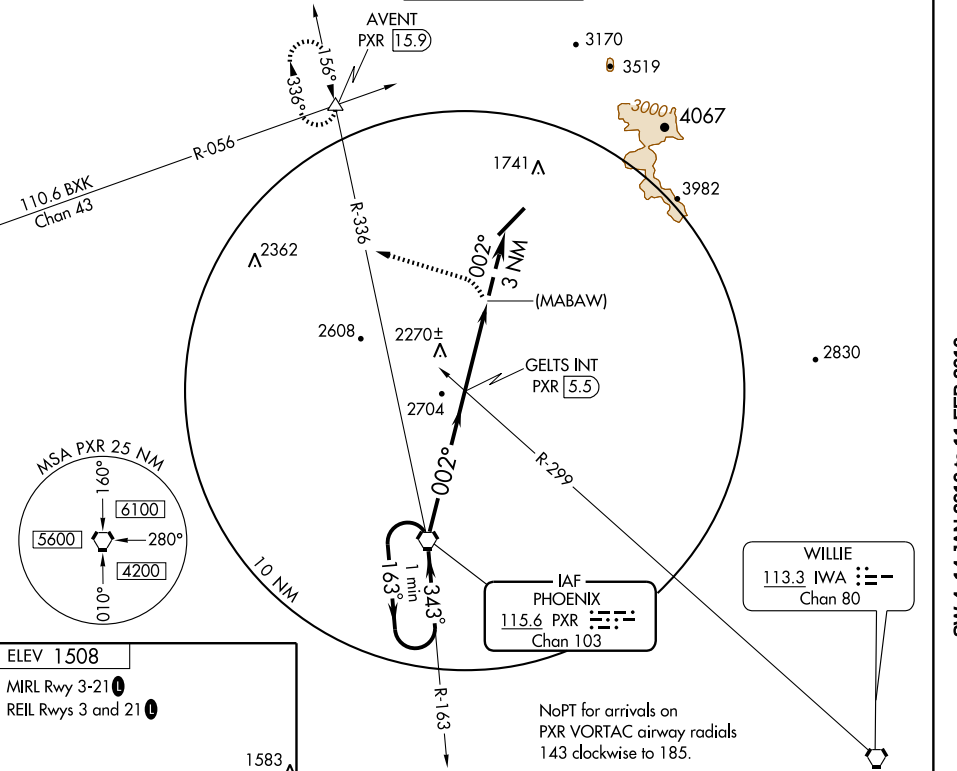
....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SW-4. 14 JAN 2010 to 11 FEB 2010

When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

MISSED APPROACH: Climbing left turn to 7000 via heading 280° and PXR R-336 Northwest bound; then continue direct AVENT Int/PXR 15.9 DME and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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One Minute Holding Pattern		VORTAC		7000 PXR R-336 115.6 AVENT △	
4000 ← 163° 343° →		GELTS INT PXR (5.5)		280°	
		3700		(MABAW) PXR (8.8)	
		5.5 NM		3.3 NM	
		Fly Visual		002° 3 NM	
CATEGORY	A	B	C	D	
CIRCLING	2540-2½ 1032 (1100-2½)		2540-3 1032 (1100-3)	NA	
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS					
CIRCLING	2620-2½ 1112 (1200-2½)		2620-3 1112 (1200-3)	NA	

SW-4, 14 JAN 2010 to 11 FEB 2010

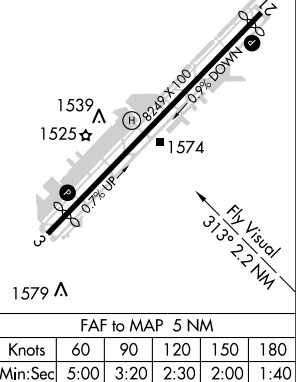
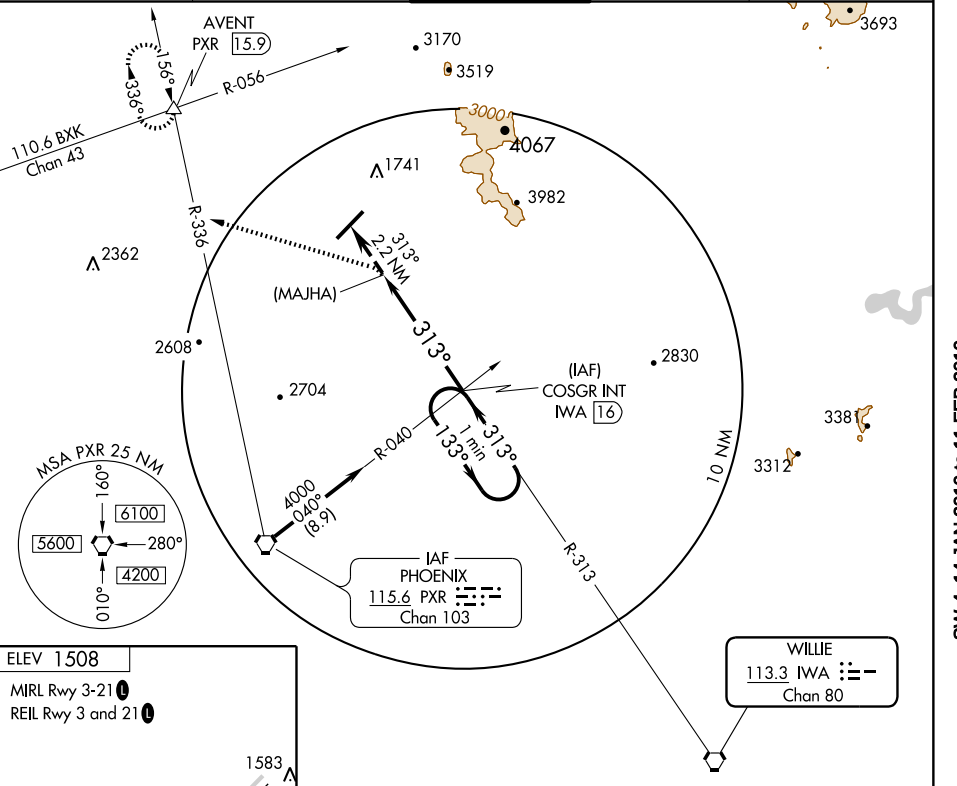
▼

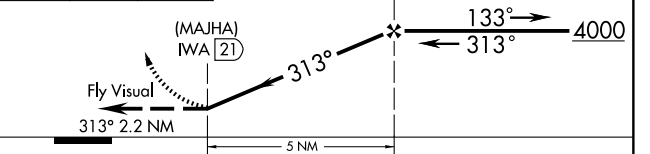
▲

When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

MISSED APPROACH: Climbing left turn to 7000 via heading 280° and PXR R-336 outbound, reaching 7000, continue direct AVENT Int/PXR 15.9 DME and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER* 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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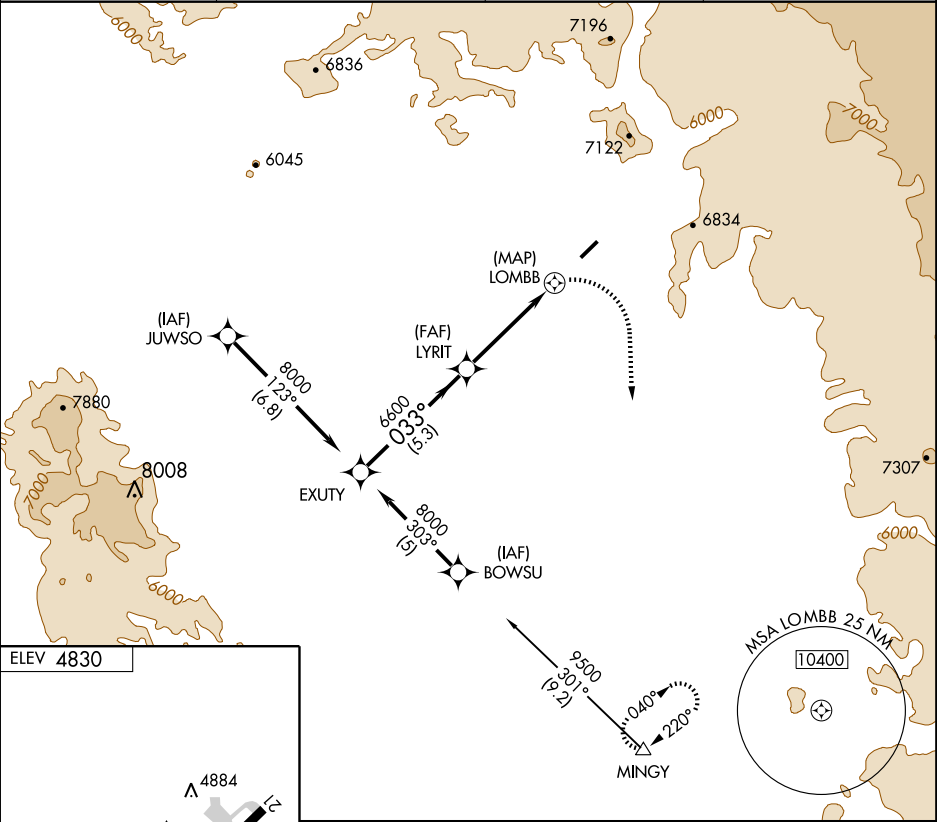
7000  280°		PXR R-336 <u>115.6</u>	AVENT △	COSGR INT IWA <u>16</u>		One Minute Holding Pattern	
							
CATEGORY	A		B		C		D
CIRCLING	2400-2½ 892 (900-2½)		2400-2¾ 892 (900-2¾)		2400-3 892 (900-3)		NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS							
CIRCLING	2480-2½ 972 (1000-2½)		2480-3 972 (1000-3)		2480-3 972 (1000-3)		NA

SW-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5132
033°	TDZE	4792
	Apt Elev	4830

▼ NA When local altimeter not received, procedure not authorized. Cat D circling not authorized northwest of Rwy 3-21.	MISSED APPROACH: Climbing right turn to 12000 direct MINGY WP and hold.
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AWOS-2 118.525	ALBUQUERQUE CENTER 124.5 306.2	PRESCOTT RADIO 122.3	UNICOM 123.0 (CTAF) 0
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EXUTY		VGS1 and descent angles not coincident.		12000	MINGY △
8000		LYRIT		LOMBB	
Procedure Turn NA		6600		3.00° ≥ TCH 50	
5.3 NM		4.4 NM		1.3 NM	
CATEGORY	A	B	C	D	
S-3	6140-1½ 1348 (1400-1½)	6240-1½ 1448 (1500-1½)	6560-3	1768 (1800-3)	
CIRCLING	6140-1½ 1310 (1400-1½)	6240-1½ 1410 (1500-1½)	6560-3	1730 (1800-3)	

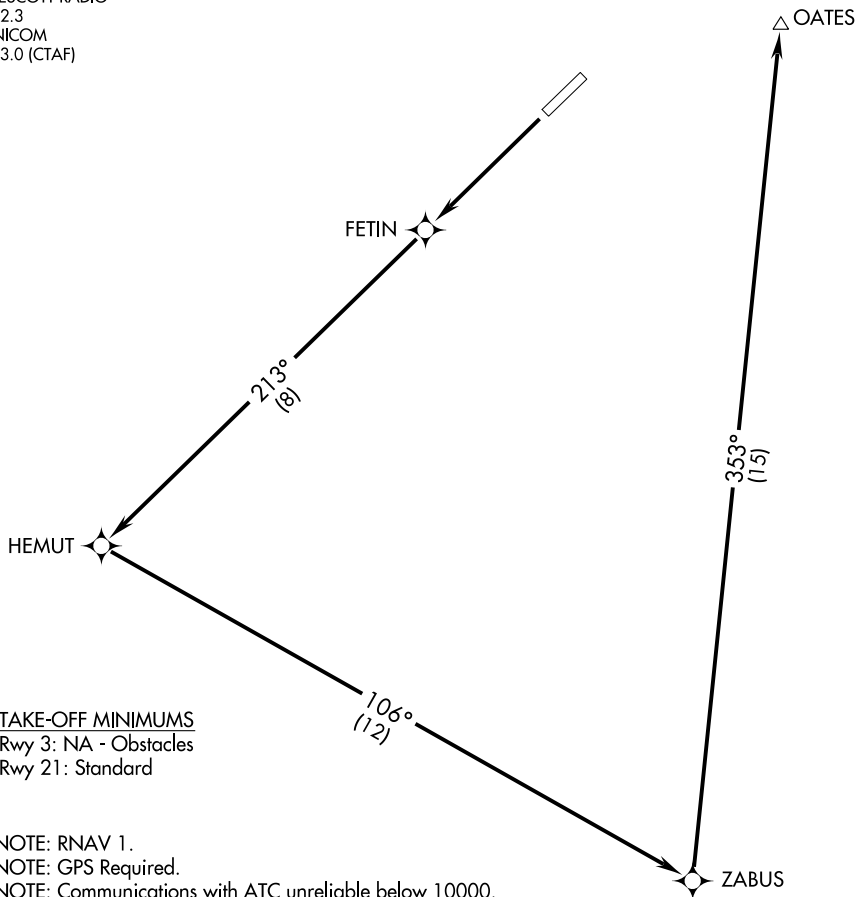
(OATES1.OATES) 08101

OATES ONE DEPARTURE (RNAV) (OBSTACLE)

SL-6169 (FAA)

SEDONA (SEZ)
SEDONA, ARIZONA

ALBUQUERQUE CENTER
124.5 306.2
PRESCOTT RADIO
122.3
UNICOM
123.0 (CTAF)



TAKE-OFF MINIMUMS

Rwy 3: NA - Obstacles
Rwy 21: Standard

NOTE: RNAV 1.

NOTE: GPS Required.

NOTE: Communications with ATC unreliable below 10000.

TAKE-OFF OBSTACLE NOTES:

Rwy 21: Trees beginning 1642' from DER, 240' right of centerline, up to 100' AGL/4786' MSL.

Bush 147' from DER, 202' left of centerline, 5' AGL/4740' MSL.

NOTE: Chart not to scale

SW-4, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

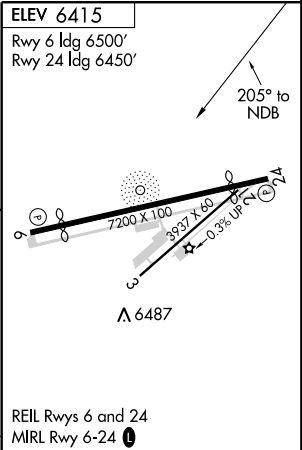
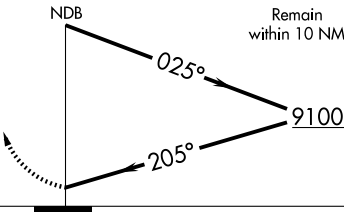
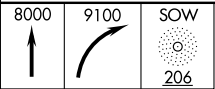
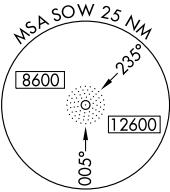
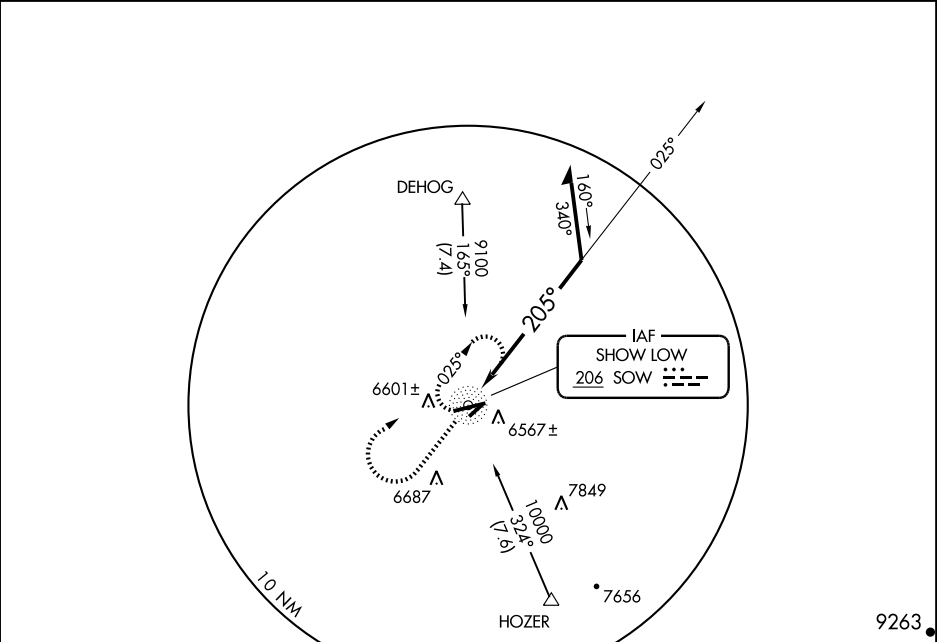
TAKE-OFF RUNWAY 21: Climb direct FETIN then via 213° track/8 NM to HEMUT, then left turn via 106° track/12 NM to ZABUS, then left turn via 353° track/15 NM to OATES. Maintain 10500 or assigned altitude.

NDB SOW 206	APP CRS 205°	Rwy Idg TDZE Apt Elev	N/A N/A 6415
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NDB-A
SHOW LOW RGNL (SOW)

▼ ▲ NA	Obtain local altimeter setting on CTAF; when not received, procedure NA. Circling NA southeast of Rwys 3 and 24.	MISSED APPROACH: Climb to 8000 then climbing right turn to 9100 direct SOW NDB and hold.
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AWOS-3 118.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	7600-1¼ 1185 (1200-1¼)	7600-1½ 1185 (1200-1½)	7600-3 1185 (1200-3)	NA	Min:Sec					

APP CRS	Rwy Idg	6450
243°	TDZE	6405
	Apt Elev	6415

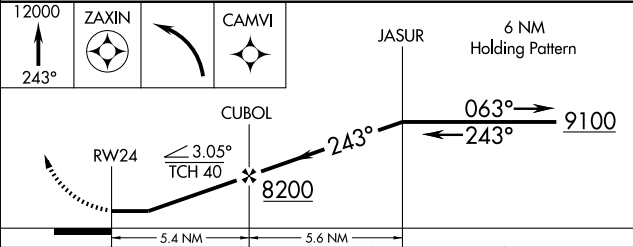
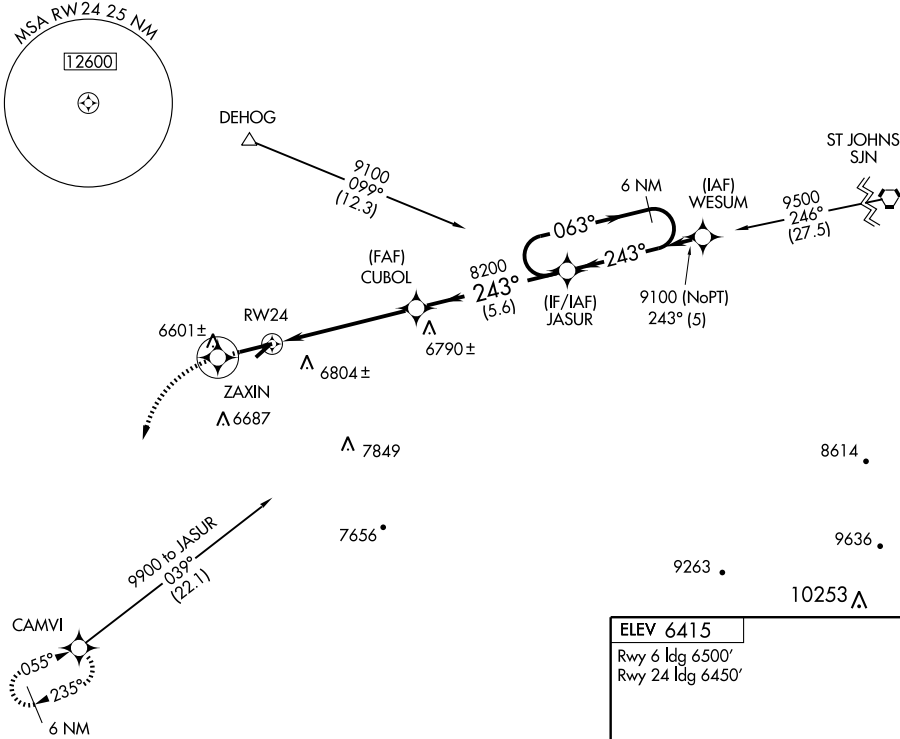
RNAV (GPS) RWY 24

SHOW LOW RGNL (SOW)

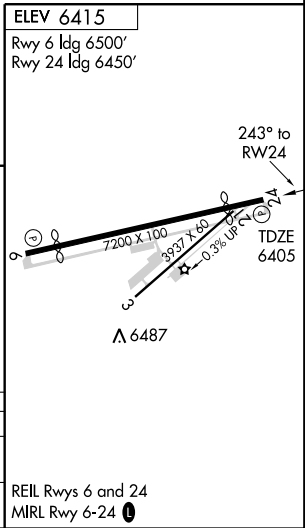
Obtain local altimeter setting on CTAF; when not received, procedure NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA southeast of Rwy 3 and 24.

MISSED APPROACH: Climb to 12000 via 243° course to ZAXIN WP, then left turn direct CAMVI WP and hold.

AWOS-3 118.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	6860-1	455 (500-1)	6860-1¼ 455 (500-1¼)	NA
CIRCLING	6960-1	545 (600-1)	6960-1½ 545 (600-1½)	NA

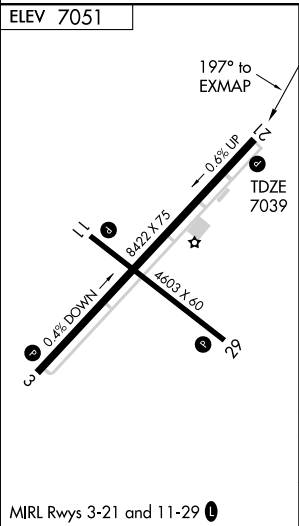
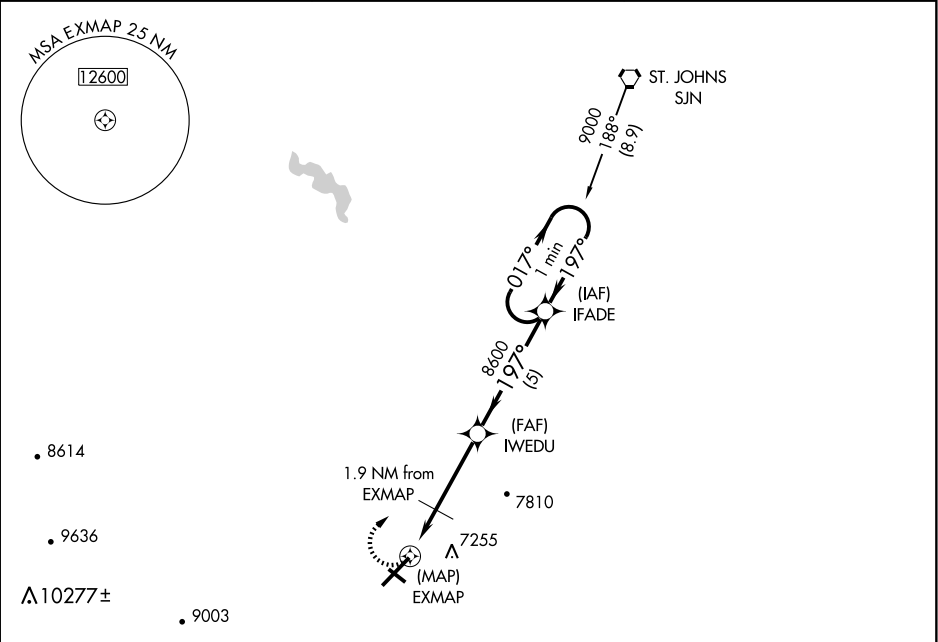


APP CRS	Rwy Idg	8422
197°	TDZE	7039
	Apt Elev	7051

GPS RWY 21
SPRINGVILLE MUNI (D68)

 NA	Procedure not authorized at night. Obtain local altimeter setting on CTAF; if not received, procedure not authorized.	MISSED APPROACH: Climbing right turn to 12000 direct IFADE WP and hold.
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AWOS-3 119.65	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 122.8 (CTAF) 0
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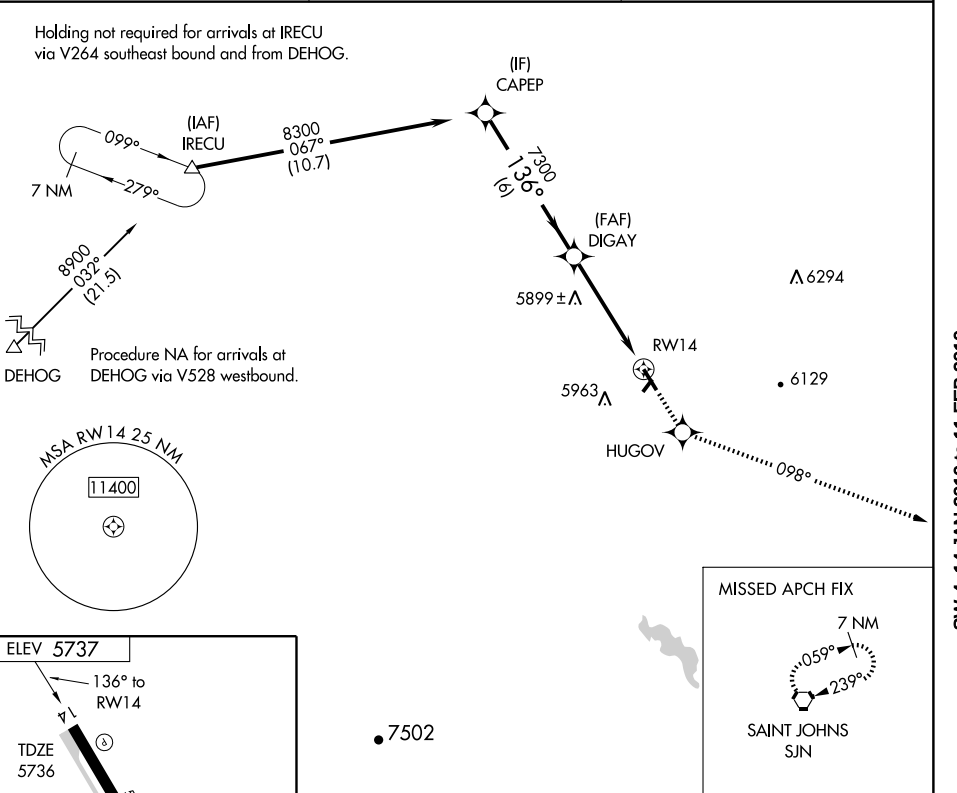


	12000	IFAD					
			EXMAP	1.9 NM from EXMAP	IWEDU	IFAD	One Minute Holding Pattern
				7700	8600		017° 9000
				1.9 NM	3.1 NM	5 NM	
CATEGORY	A	B	C	D			
S-21	7360-1	321 (400-1)	NA				
CIRCLING	7560-1 509 (600-1)	7660-1 609 (700-1)	NA				

DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Show Low
altimeter setting and increase all MDAs 180 feet.
VDP NA when using Show Low altimeter setting.

MISSED APPROACH: Climb to 9000 direct HUGOV and via
098° track to SJN VORTAC and hold, continue climb-in-hold
to 9000.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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VGS and descent angles not coincident.			
9000 HUGOV 098° track SJN			
8300 136° 7300 3.04° TCH 40 6 NM 3.5 NM 1.2 1.2 NM to RW14 RW14			
CATEGORY	A	B	C
LN AV MDA	6160-1	424 (500-1)	NA
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA

APP CRS	Rwy Idg	5230
316°	TDZE	5737
	Apt Elev	5737

RNAV (GPS) RWY 32

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

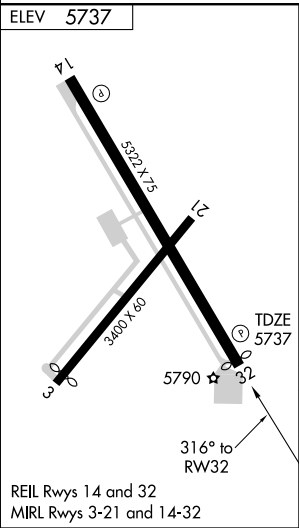
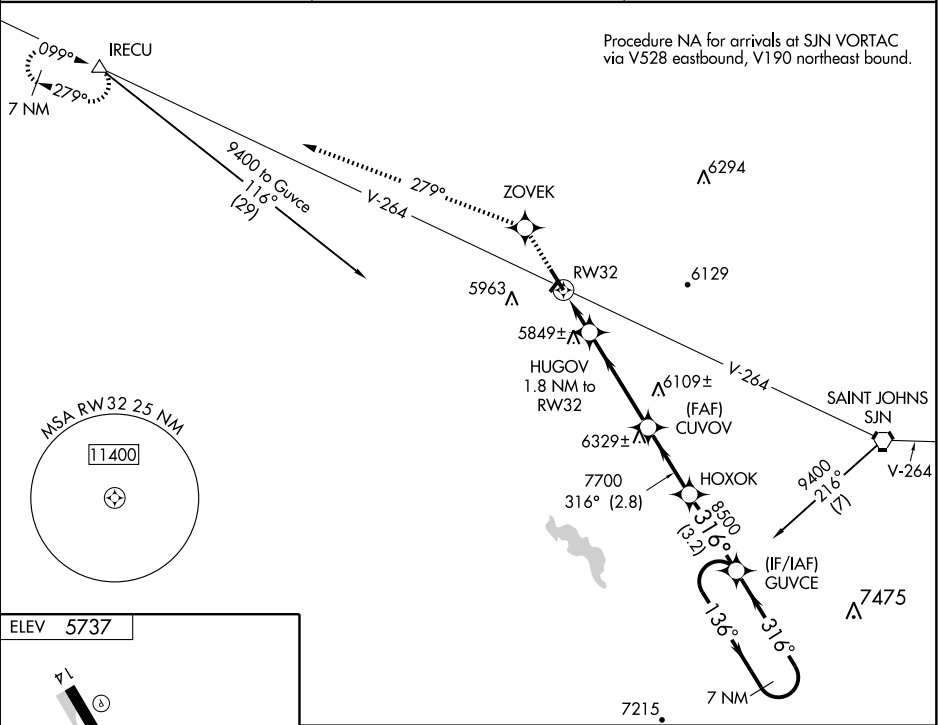
⚠ If local altimeter setting not received, use Show Low altimeter setting and increase all DAs/MDAs 180 feet. DME/DME RNP-0.3 NA.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-15°F) or above 30°C (86°F). Visibility reduction by helicopters NA.

Baro-VNAV and straight-in LNAV minimums NA when using Show Low altimeter setting.

MISSED APPROACH: Climb to 9400 direct ZOVEK and via 279° track to IRECU and hold.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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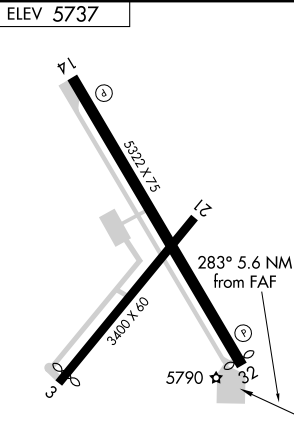
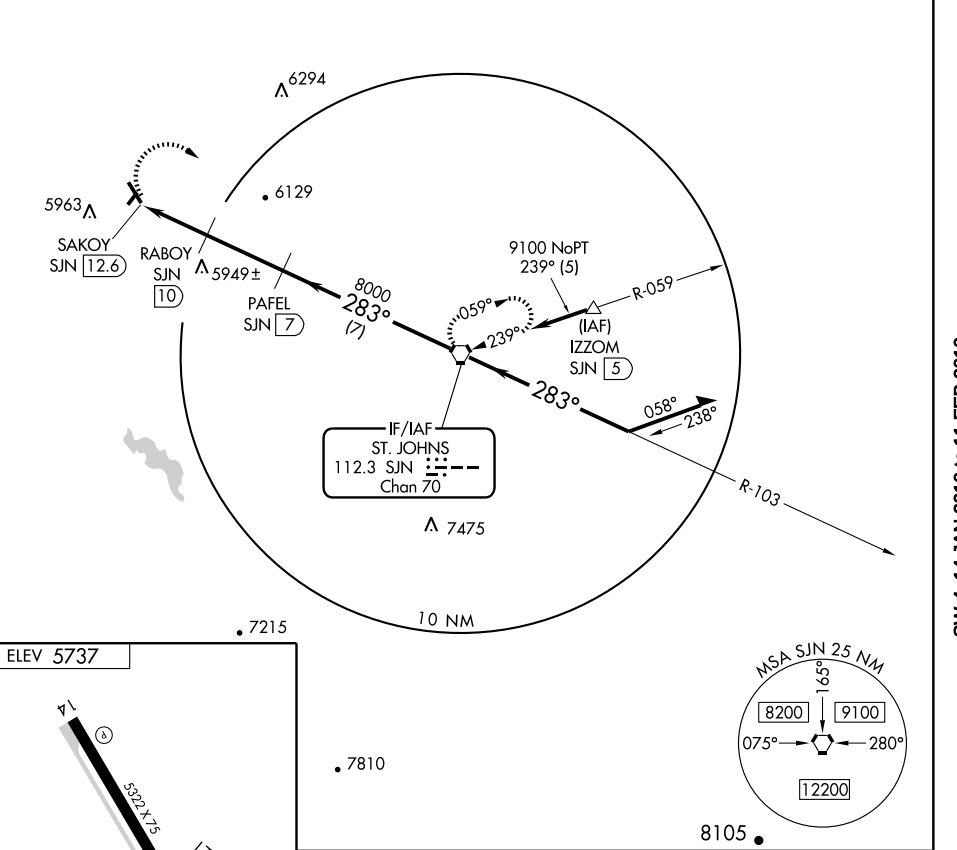


9400	ZOVEK	279° track	IRECU				
					HOXOK	GUVCE	7 NM Holding Pattern
* LNAV only				HUGOV 1.8 NM to RW32	CUVOV		
				RW32			
				6360*	7700	8500	136° → 316° ← 9400
				1.8 NM	4 NM	2.8 NM	3.2 NM
CATEGORY	A	B	C	D			
LNAV/VNAV DA	6167-1½	430 (500-1½)		NA			
LNAV MDA	6140-1	403 (500-1)		NA			
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)		NA			

When local altimeter setting not received, use Show Low altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing right turn to 9100 direct SJN VORTAC and hold, continue climb-in-hold to 9100.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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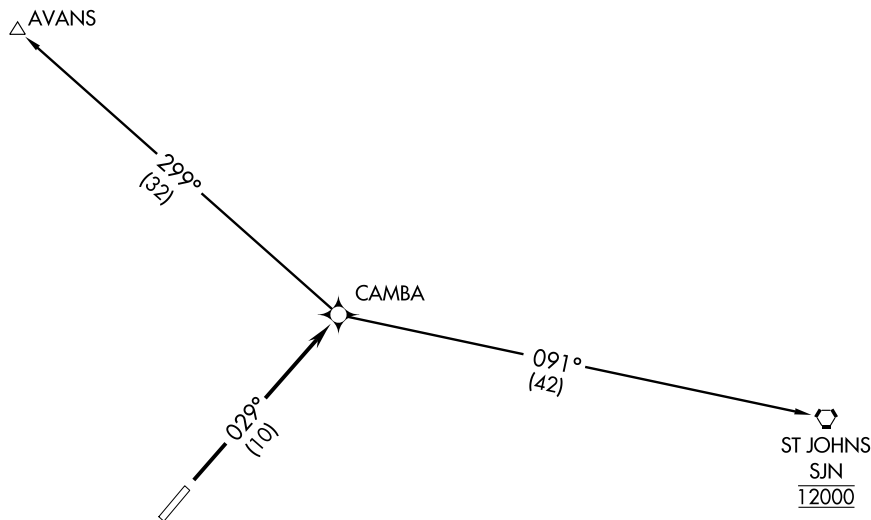


REIL Rwy 14 and 32
MIRL Rwy 3-21 and 14-32

9100	SJN 112.3	PAFEL SJN 7	VORTAC	Remain within 10 NM
SAKOY SJN 12.6	RABOY SJN 10	6960	8000	9100
2.6 NM	3 NM	7 NM		
CATEGORY	A	B	C	D
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA	

SW-4, 14 JAN 2010 to 11 FEB 2010

ALBUQUERQUE CENTER
132.9 239.05



NOTE: 1. GPS required.
2. RNAV 1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 8900 via course 029° to CAMBA WP, then via assigned transition.

AVANS TRANSITION (CAMBA1.AVANS)

ST JOHNS TRANSITION (CAMBA1.SJN)

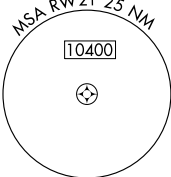
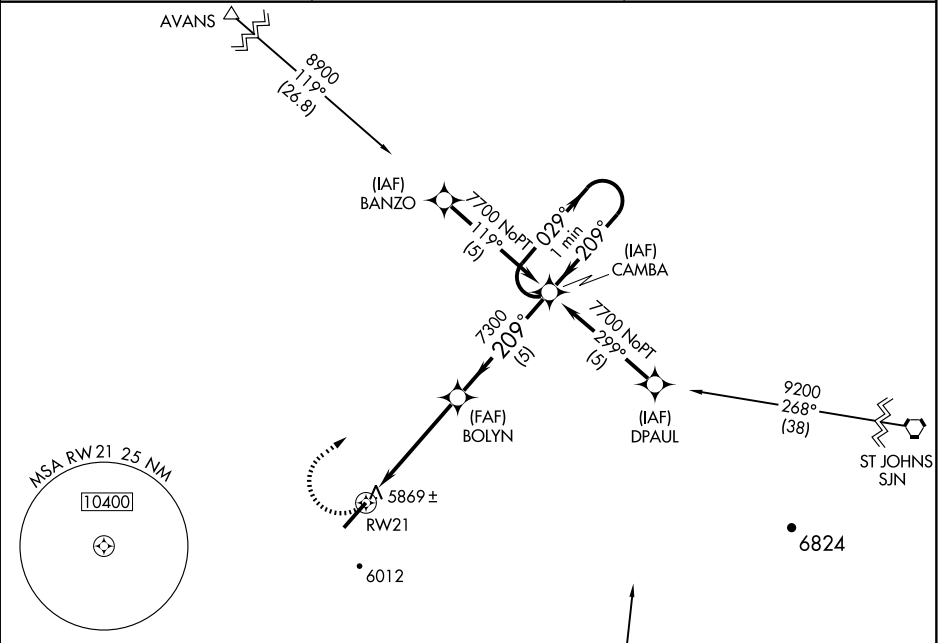
GPS RWY 21
TAYLOR MUNI (TYL)

APP CRS	Rwy Idg	7000
209°	TDZE	5759
	Apt Elev	5820


NA

MISSED APPROACH: Climbing right turn to 7700 direct CAMBA WP and hold.

AWOS-3 119.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 122.7 (CTAF) 0
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ELEV 5820

209° to RWY 21
TDZE 5759
7000x75
1.5% UP

REIL Rwy 3 and 21
MIRL Rwy 3-21 0

7700 CAMBA		CAMBA One Minute Holding Pattern			
RWY 21		BOLYN			
5 NM		5 NM			
CATEGORY	A	B	C	D	
S-21	6120-1 361 (300-1)				6120-1¼ 361 (300-1¼)
CIRCLING	6320-1 500 (500-1)	6380-1 560 (600-1)	6380-1½ 560 (600-1½)	6480-2 660 (700-2)	

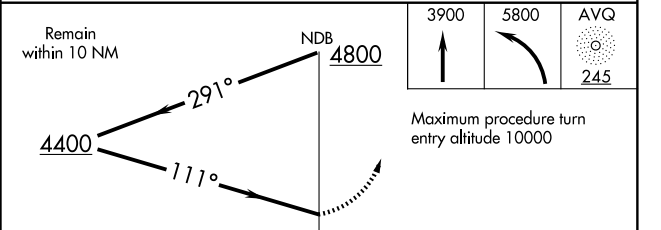
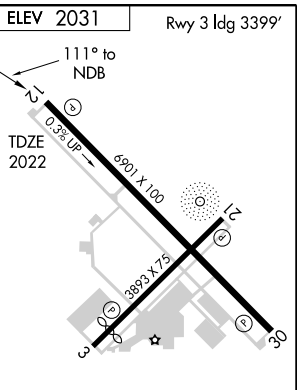
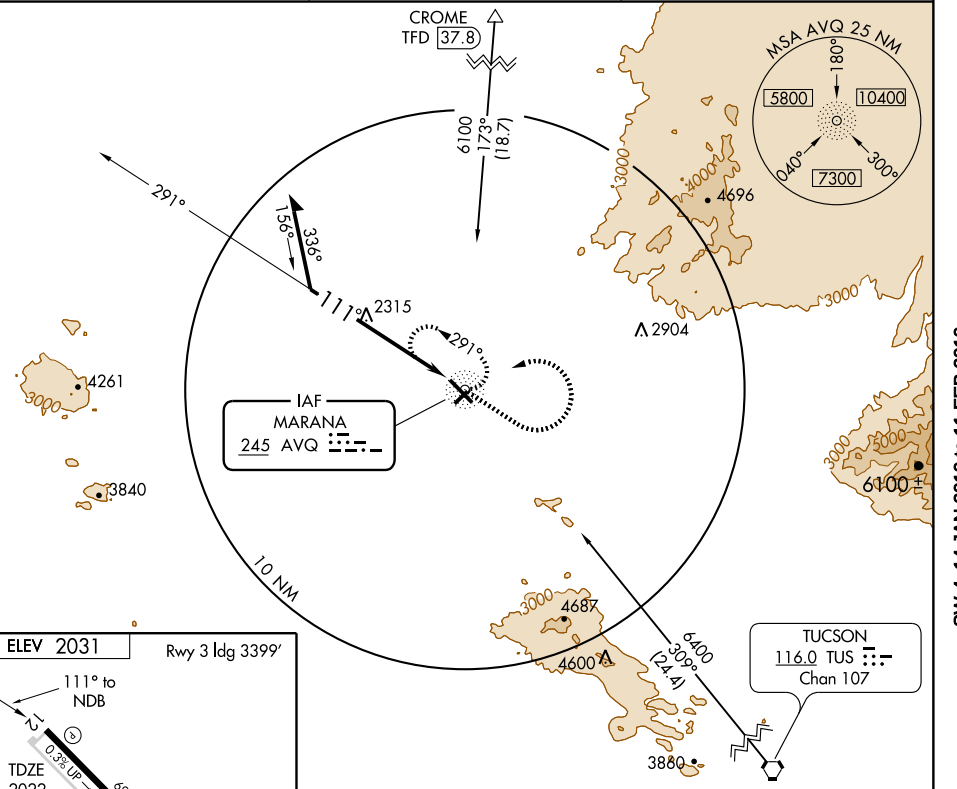
▼

NA

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3900 then climbing left turn to 5800 direct AVQ NDB and hold, continue climb-in-hold to 5800.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-12	3480-1¼ 1458 (1500-1¼)	3480-1½ 1458 (1500-1½)	3480-3 1458 (1500-3)	NA
CIRCLING	3480-1¼ 1449 (1500-1¼)	3480-1½ 1449 (1500-1½)	3480-3 1449 (1500-3)	NA

Knots	60	90	120	150	180
Min:Sec					

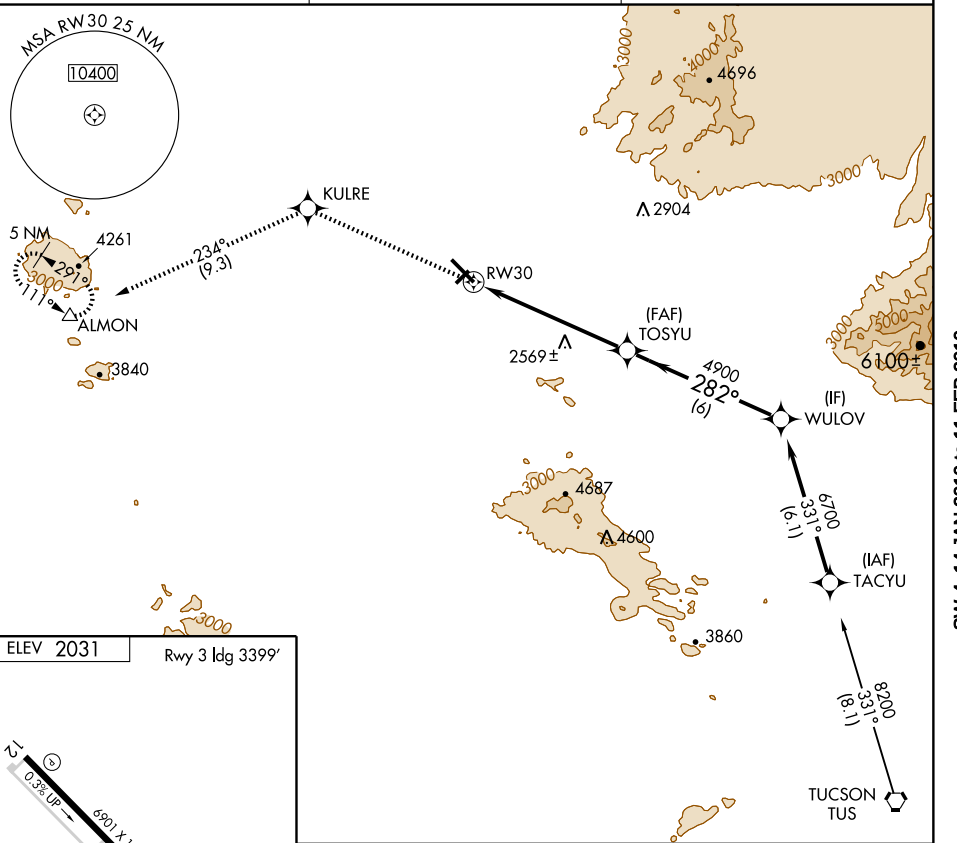
▼

▲NA

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct KULRE and 234° track to ALMON and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF) 0
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ELEV 2031 Rwy 3 Idg 3399' REIL Rwy 12 and 30 MRL Rwy 3-21 and 12-30				
6000 KULRE 234° Track ALMON TOSYU WULOV 6700 Procedure Turn NA				
RW30 4900 282° 6 NM 6 NM				
CATEGORY	A	B	C	D
CIRCLING	2820-1 789 (800-1)	2820-1¼ 789 (800-1¼)	2820-2¼ 789 (800-2¼)	NA

SW-4, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3399
033°	TDZE	2026
	Apt Elev	2031

RNAV (GPS) RWY 3
TUCSON/MARANA RGNL (AVQ)

T	If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
A NA	DME/DME RNP-0.3 NA. VDP NA when using Ryan Field altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct ALMON and hold, continue climb-in-hold to 6000.

AWOS-3
118,375

TUCSON APP CON
119.4 318.1

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at ALMON via V66-105 westbound.

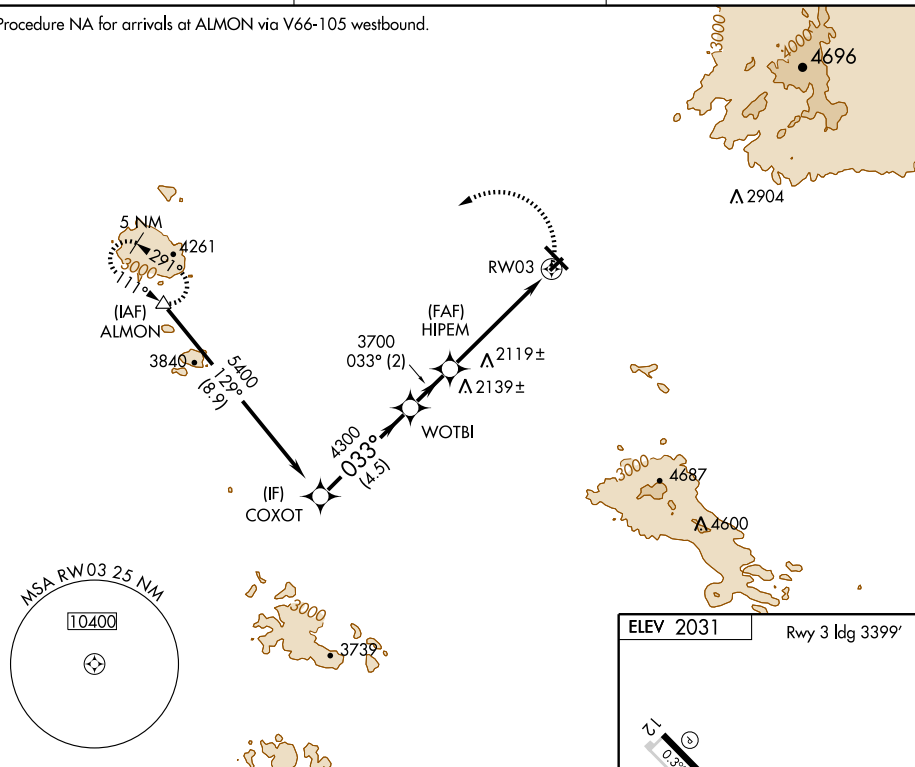


Diagram illustrating a flight path with a procedure turn and a descent angle not coincident with the VGS (Visual Glide Slope).

VGS and descent angles not coincident.

COXOT

WOTBI

HIPEM

5400

033°

4300

3700

3.00°

TCH 35

1.3 NM to RW03

RW03

4.5 NM

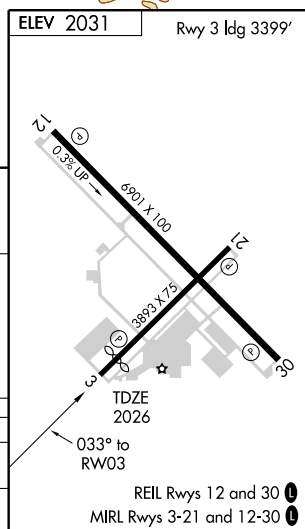
2 NM

3.8 NM

1.3 NM

Procedure Turn NA

CATEGORY	A	B	C	D
LNAV MDA	2480-1	454 (500-1)	2480-1¼ 454 (500-1¼)	NA
CIRCLING	2480-1 449 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA



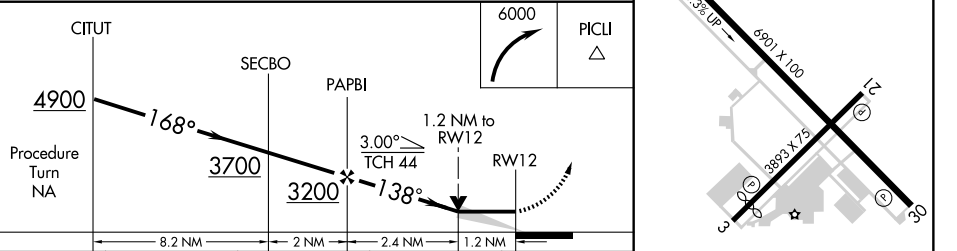
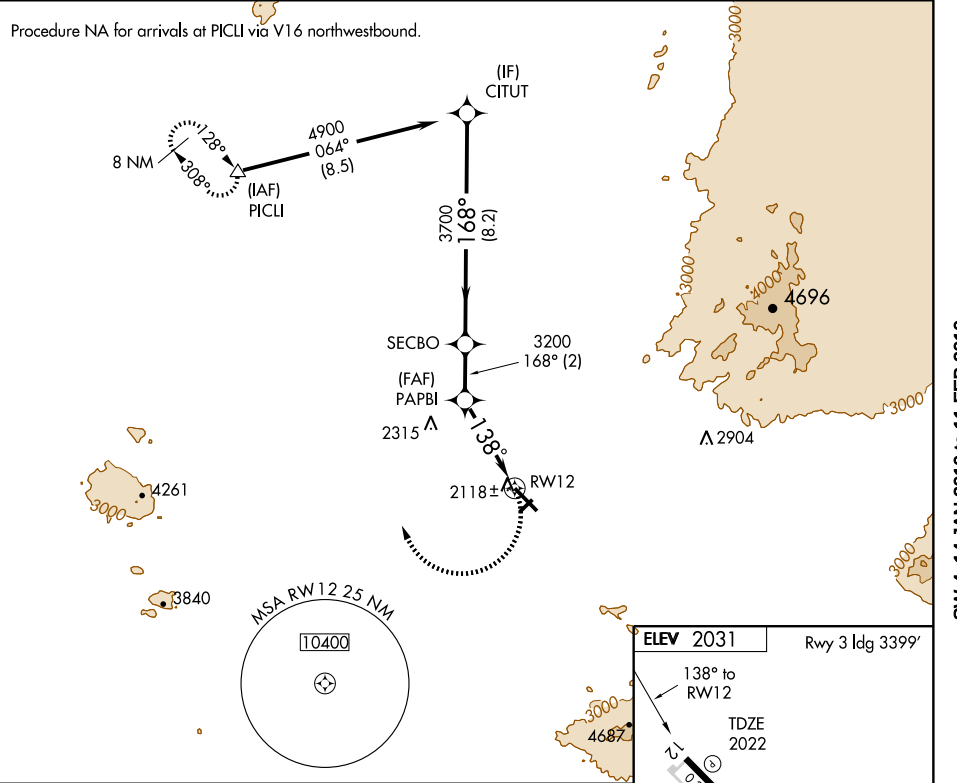
▼

▲ NA

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ryan Field altimeter setting.

MISSED APPROACH: Climbing right turn to 6000
direct PICLI and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	2440-1	418 (500-1)	2440-1½ 418 (500-1½)	NA
CIRCLING	2440-1 409 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA

ELEV 2031

Rwy 3 Idg 3399'

138° to RW12

TDZE 2022

0.3% UP

6901 X 100

3893 X 75

REIL Rwy 12 and 30

MIRL Rwy 3-21 and 12-30

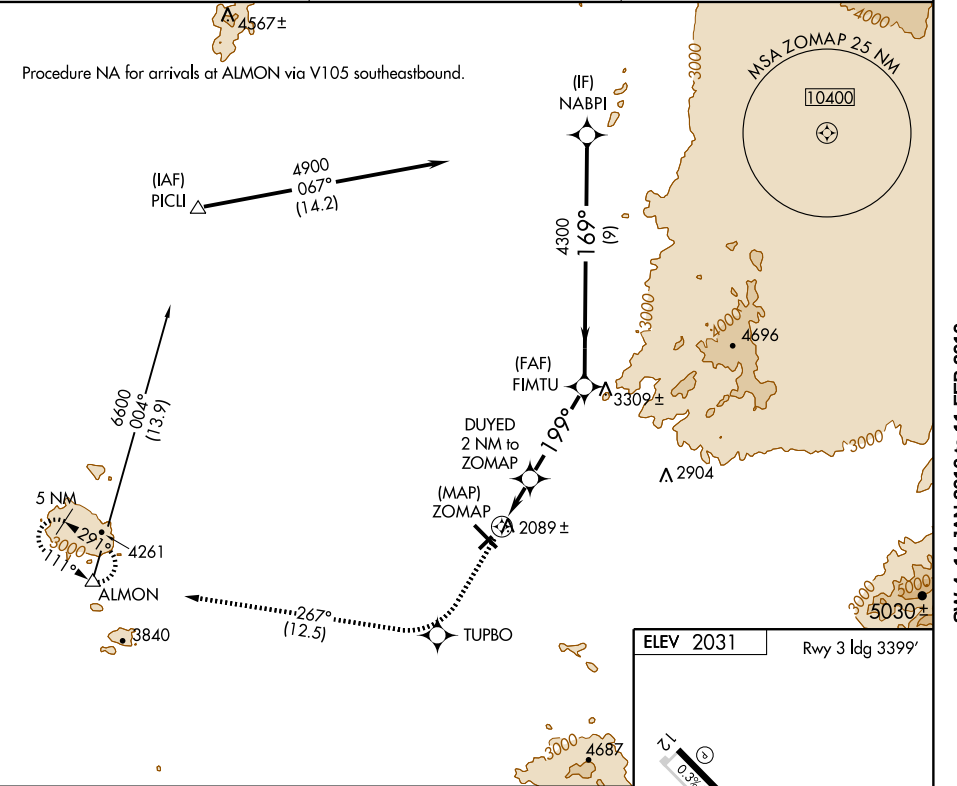
▼

▲ NA

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct TUPBO and via 267° track to ALMON and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF)
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6000 ↑	TUPBO 	267° track	ALMON △	VGSi and descent angles not coincident.		NABPI	
				FIMTU			
				DUYED 2 NM to ZOMAP	≤ 3.35° TCH 40	4900	
				ZOMAP	199°	4300	
					2940	Procedure Turn NA	
				0.5	2 NM	3.8 NM	9 NM
CATEGORY	A		B		C		D
LNAV MDA	2640-1 614 (700-1)		2640-1¾ 614 (700-1¾)		NA		
CIRCLING	2640-1 609 (700-1)		2640-1¾ 609 (700-1¾)		NA		

ELEV 2031

Rwy 3 Idg 3399'

TDZE 2026

REIL Rwy 12 and 30

MIRL Rwy 3-21 and 12-30

SW-4, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AFD-429 [USAF]

TUCSON, ARIZONA

ATIS ★
270.1
DAVIS-MONTHAN TOWER
118.85 253.5
GND CON
121.8 275.8
CLNC DEL
121.8 275.8

32°12'N

110°54'W

ORDNANCE
LOADING
AREA
4000 x 300

110°53'W

110°52'W

JULY 2005
ANNUAL RATE OF CHANGE
0.1° W



ELEV
2605

ELEV
2620

D

C

32°11'N

1000 x 200

BAK-12

ELEV
2589

BAK-12

126.4°

0.8% UP

13,643 x 200

B

A2

ELEV
2620

★ 2755

BASE OPS
FIRE STATION

ELEV
2640

A3

ELEV
2660

32°10'N

CONTROL
TOWER

▲

2856

A

A4

A5

BAK-12

306.4°

BAK-12

A6

A7

1000 x 200

ELEV
2700

E

ELEV
2720

32°09'N

RWY 12-30
PCN 75 R/C/W/T

FIELD
ELEV
2704

30

AIRPORT DIAGRAM

TUCSON, ARIZONA

SW-4, 14 JAN 2010 to 11 FEB 2010

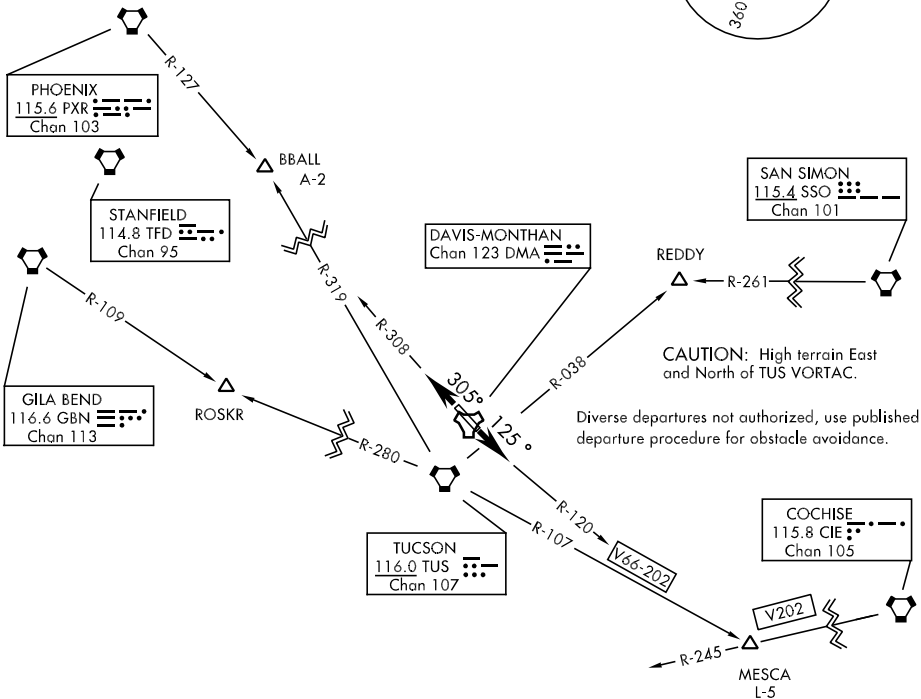
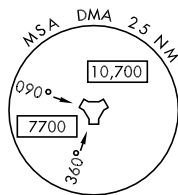
DAVIS-MONTHAN THREE DEPARTURE (VECTOR) (DMA3.DMA)

DAVIS-MONTHAN AFB
TUCSON, ARIZONA

SHL-429 [USAF]

ATIS ★ 270.1
CLNC DEL
121.8 275.8
GND CON
121.8 275.8
DAVIS-MONTHAN TOWER
118.85 253.5
TUCSON DEP CON
125.1 269.55
ALBUQUERQUE CENTER
127.95 351.8

RADAR AND DME REQUIRED



EMERG SAFE ALT 100NM 17,200

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb on track 125°, intercept DMA R-120 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF RWY 30: Climb on track 305°, intercept DMA R-308 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

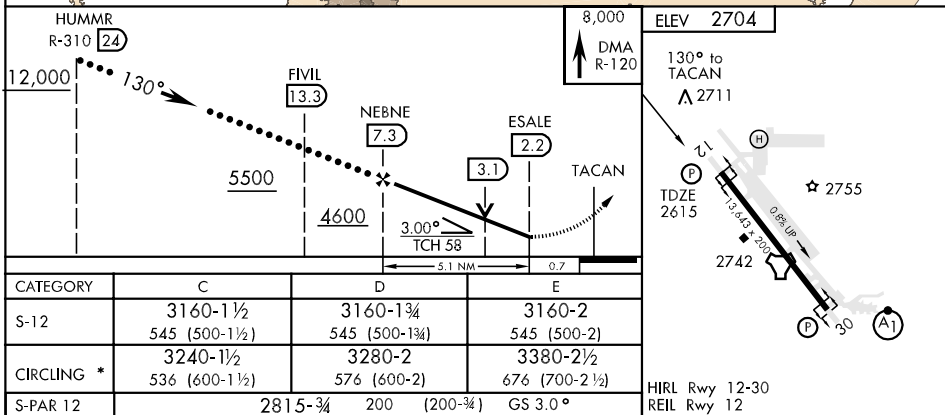
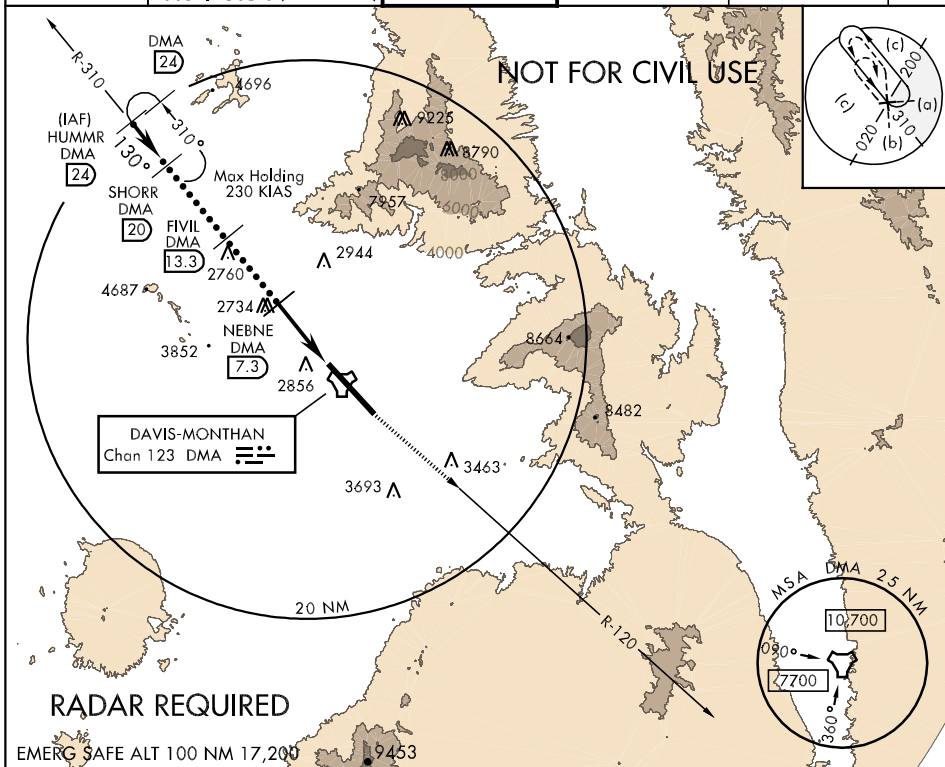
LOST COM: Immediately climb to minimum safe altitude or last ATC assigned altitude, whichever is higher. Proceed to next assigned NAVAID or return to appropriate IAF for Davis-Monthan AFB active runway.

TUCSON, ARIZONA	32°10'N-110°53'W	DAVIS-MONTHAN AFB (KDMA)
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TACAN DMA Chan 123	APCH CRS 130°	Rwy Idg 13,643 TDZE 2615 Arpt Elev 2704	JAL-429 [USAF]	DAVIS-MONTHAN AFB (KDMA)
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T * Circling not authorized S of Rwy 12-30.	MISSED APPROACH: Track outbound on DMA R-120 to 8000 expect RADAR vectors.
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ATIS ★ 270.1	TUCSON APP CON 125.1 269.55 (090° - 285°) 119.4 318.1 (275° - 089°)	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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TACAN DMA Chan **123**
APCH CRS **299°**
Rwy ldg **13,643**
TDZE **2704**
Arpt Elev **2704**

JAL-429 [USAF]

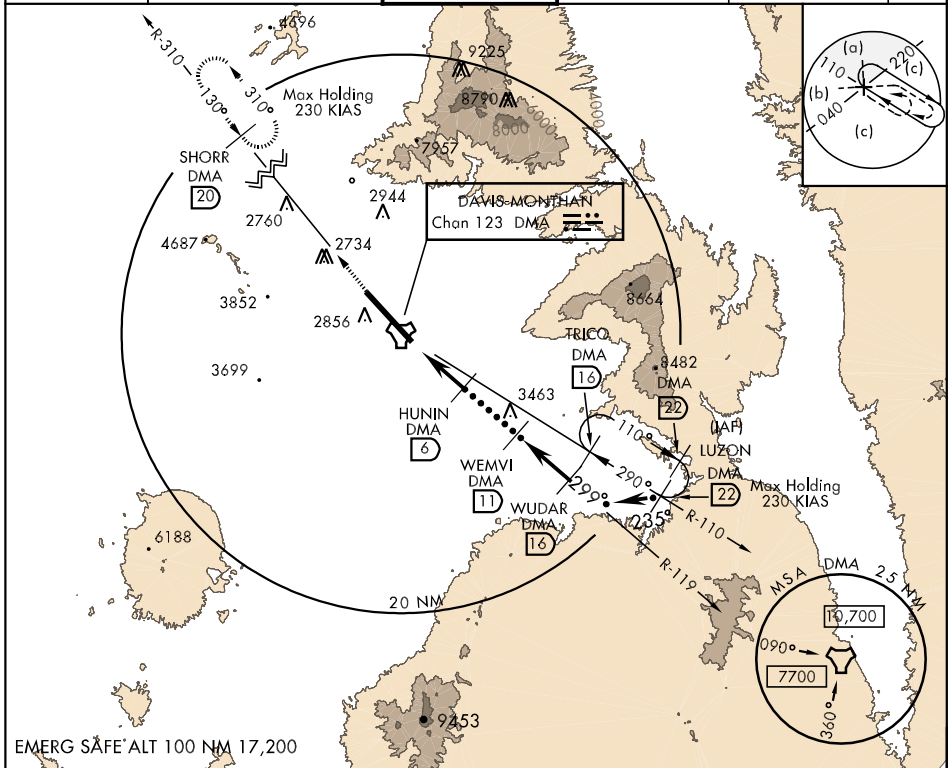
DAVIS-MONTHAN AFB (KDMA)

▼ * When ALS inop, increase vis $\frac{1}{2}$ mile.
** Circling not authorized S of Rwy 12-30.
*** When ALS inop, increase vis $\frac{1}{4}$ mile.

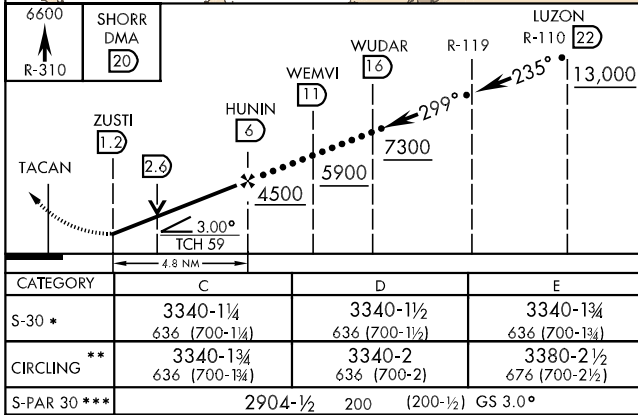
ALSF-1
A1

MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

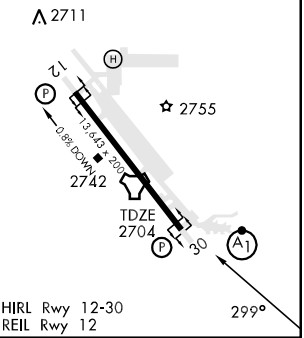
ATIS★ 270.1	TUCSON APP CON 119.4 318.1 (066°- 274°) 125.1 269.55 (275°- 065°)	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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EMERG SAFE ALT 100 NM 17,200



ELEV 2704



LOC I-DMA 109.3	APCH CRS 305°	Rwy Idg 13,643 TDZE 2704 Arprt Elev 2704
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AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

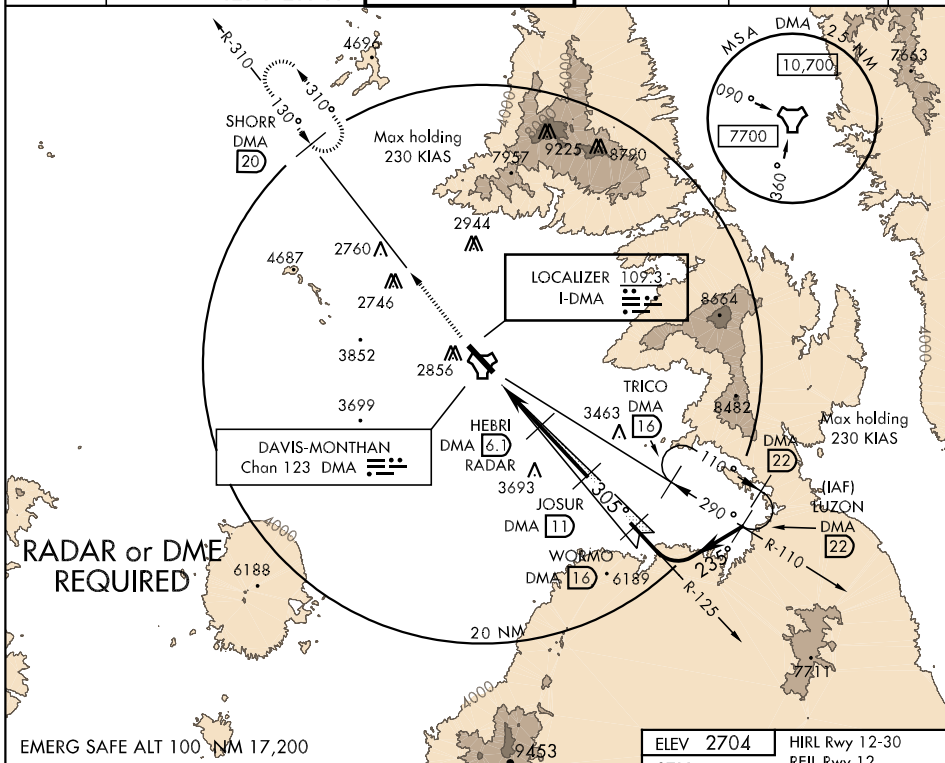


ALSF-1

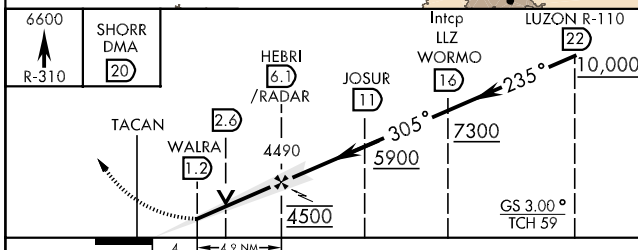


MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

ATIS★ 270.1	TUCSON APP CON 066°-274° 119.4 318.1 275°-065° 125.1 269.55	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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EMERG SAFE ALT 100 NM 17,200

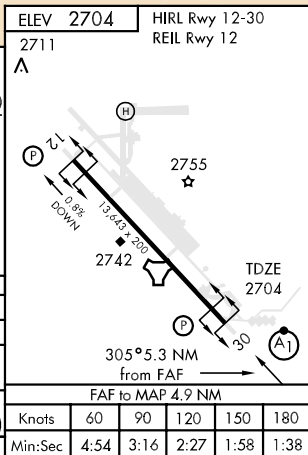


CATEGORY	A	B	C	D	E
S-ILS 30 *	2904-½ 200 (200-½)				
S-LOC 30 **	3340-½ 636 (700-½)	3340-1¼ 636 (700-1¼)	3340-1½ 636 (700-1½)	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)
CIRCLING ***	3340-1 636 (700-1)	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)	3380-2½ 676 (700-2½)	3380-3 676 (700-3)
S-PAR 30 *	2904-½ 200 (200-½) GS 3.0°				

TUCSON, ARIZONA

32°10'N-110°53'W

Orig 07298



DAVIS-MONTHAN AFB (KDMA)

ILS or LOC RWY 30

TACAN DMA Chan 123	APCH CRS 130°	Rwy Idg 13,643 TDZE 2615 Arprt Elev 2704
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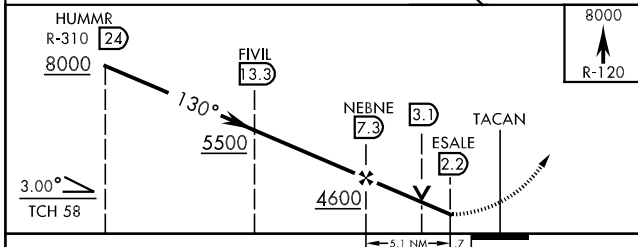
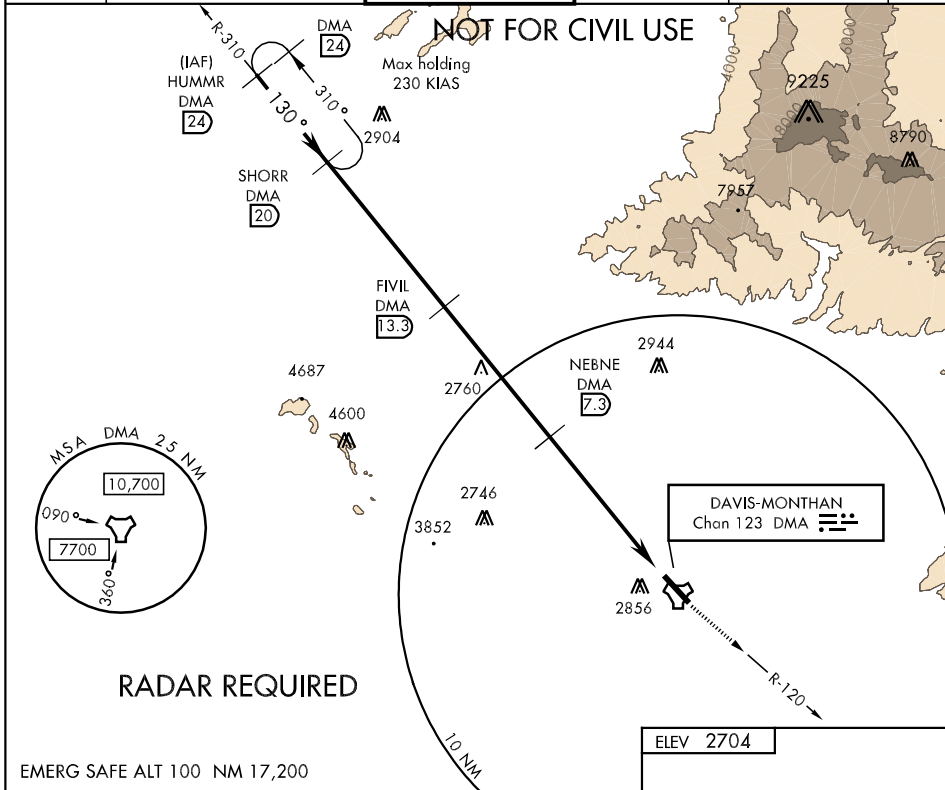
AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

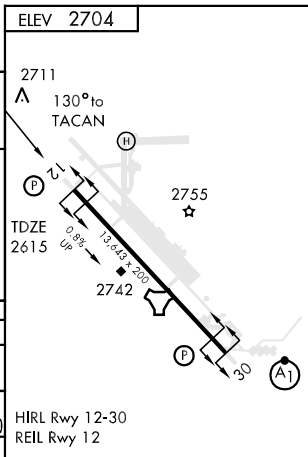
▼ ** Circling not authorized S of Rwy 12-30.

MISSED APPROACH: Track outbound on DMA R-120 to 8000 MSL expect RADAR vectors.

ATIS★ 270.1	TUCSON APP CON 090°-285° 125.1 269.55 286°-089° 119.4 318.1	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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CATEGORY	A	B	C	D	E
S-12	3160-1 545 (500-1)	3160-1½ 545 (500-1½)	3160-1¾ 545 (500-1¾)	3160-2 545 (500-2)	3160-2 545 (500-2)
CIRCLING**	3220-1 516 (600-1)	3240-1½ 536 (600-1½)	3280-2 576 (600-2)	3380-2½ 676 (700-2½)	3380-2½ 676 (700-2½)
S-PAR 12	2815-¾	200 (200-¾)	GS 3.0°		



TACAN DMA Chan 123	APCH CRS 299°	Rwy Idg 13,643 TDZE 2704 Arpt Elev 2704
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AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)



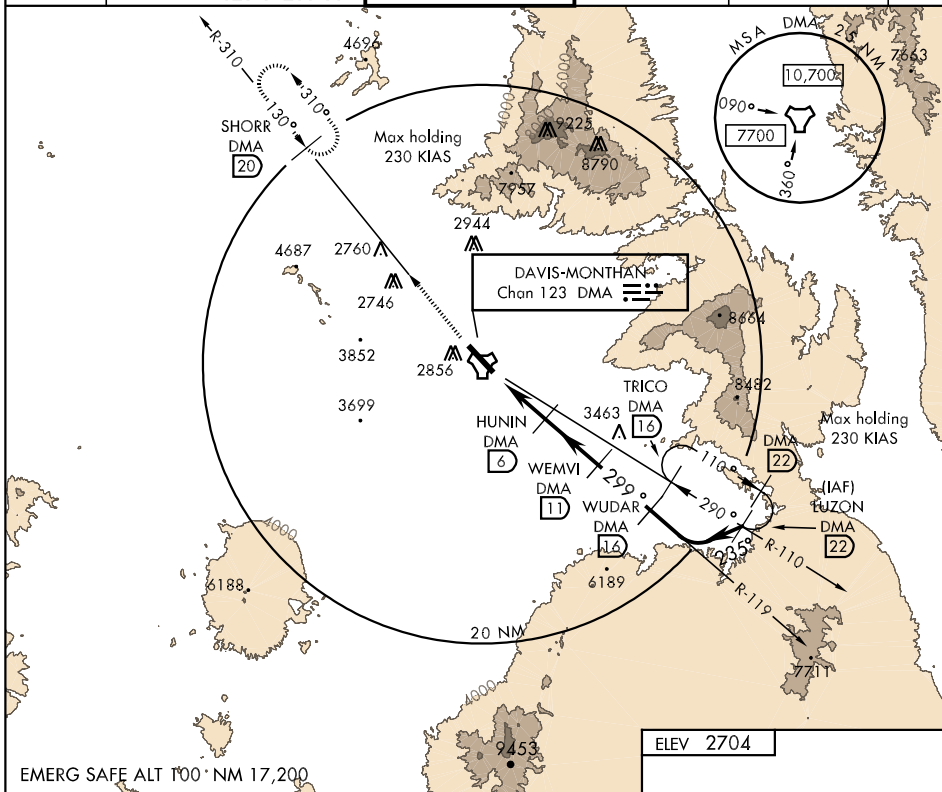
- * When ALS inop, increase vis $\frac{1}{2}$ mile.
- ** Circling not authorized S of Rwy 12-30.
- *** When ALS inop, increase vis $\frac{1}{4}$ mile.

ALSF-1

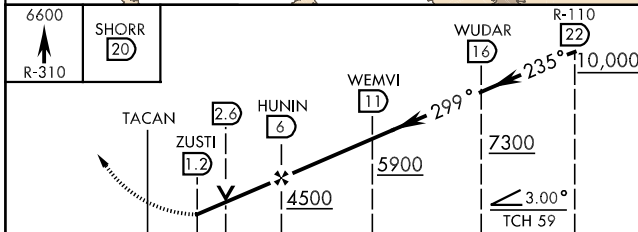


MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

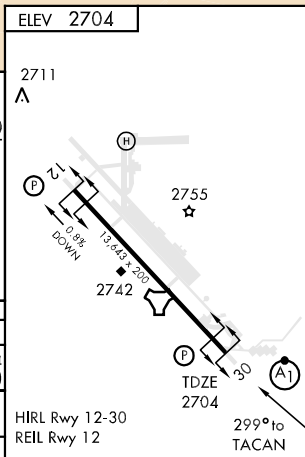
ATIS★ 270.1	TUCSON APP CON 066°-274° 119.4 318.1 275°-065° 125.1 269.55	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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EMERG SAFE ALT 100 NM 17,200



CATEGORY	A	B	C	D	E
S-30 *	3340-1/2 636 (700-1/2)		3340-1 1/4 636 (700-1 1/4)	3340-1 1/2 636 (700-1 1/2)	3340-1 3/4 636 (700-1 3/4)
CIRCLING **	3340-1 636 (700-1)		3340-1 3/4 636 (700-1 3/4)	3340-2 636 (700-2)	3380-2 1/2 676 (700-2 1/2)
S-PAR 30 ***	2904-1/2 200 (200-1/2) GS 3.0°				



TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

Orig 07298

SW-4, 14 JAN 2010 to 11 FEB 2010



LOC I-FI	APP CRS	Rwy Idg	5500
111.1	058°	TDZE	2402
		Apt Elev	2417

ILS or LOC RWY 6R

TUCSON/RYAN FIELD (RYN)



NA

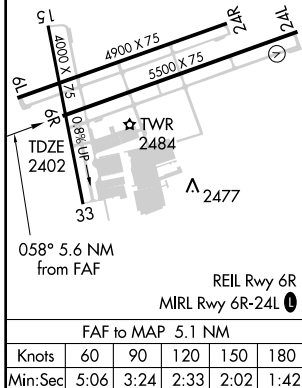
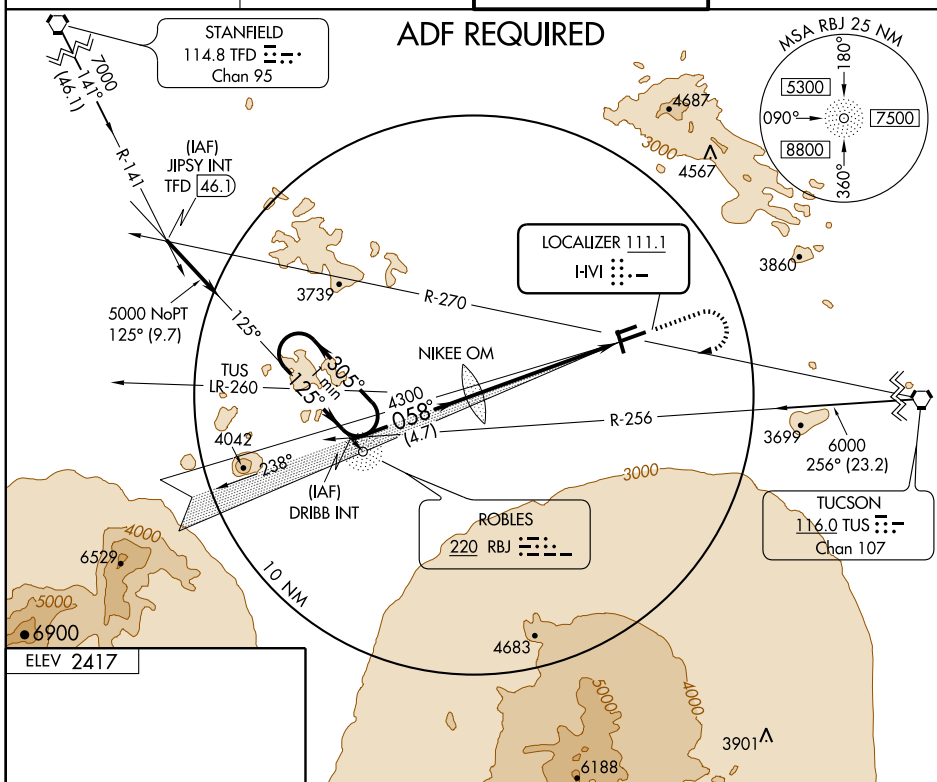
MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 via direct RBJ NDB and 305° bearing RBJ to DRIBB Int and hold.

AWOS-3
133.35

TUCSON APP CON
128.5 395.9

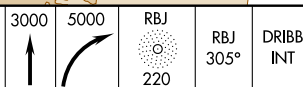
RYAN TOWER ★
125.8 (CTAF)

GND CON
118.2



One Minute
Holding Pattern

DRIBB
INT



5000 ← 305°
125° → 058°
GS 3.00°
TCH 50

NIKEE OM

4262

4300

058°

058°

4.7 NM

5.6 NM

CATEGORY	A	B	C	D
S-ILS 6R	2652-1 250 (300-1)			
S-LOC 6R	2900-1 498 (500-1)	2900-1¼ 498 (500-1¼)	2900-1½ 498 (500-1½)	2980-2 563 (600-2)
CIRCLING	2900-1 483 (500-1)	2900-1½ 483 (500-1½)	2980-2 563 (600-2)	

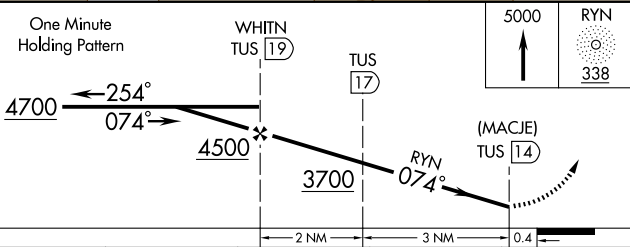
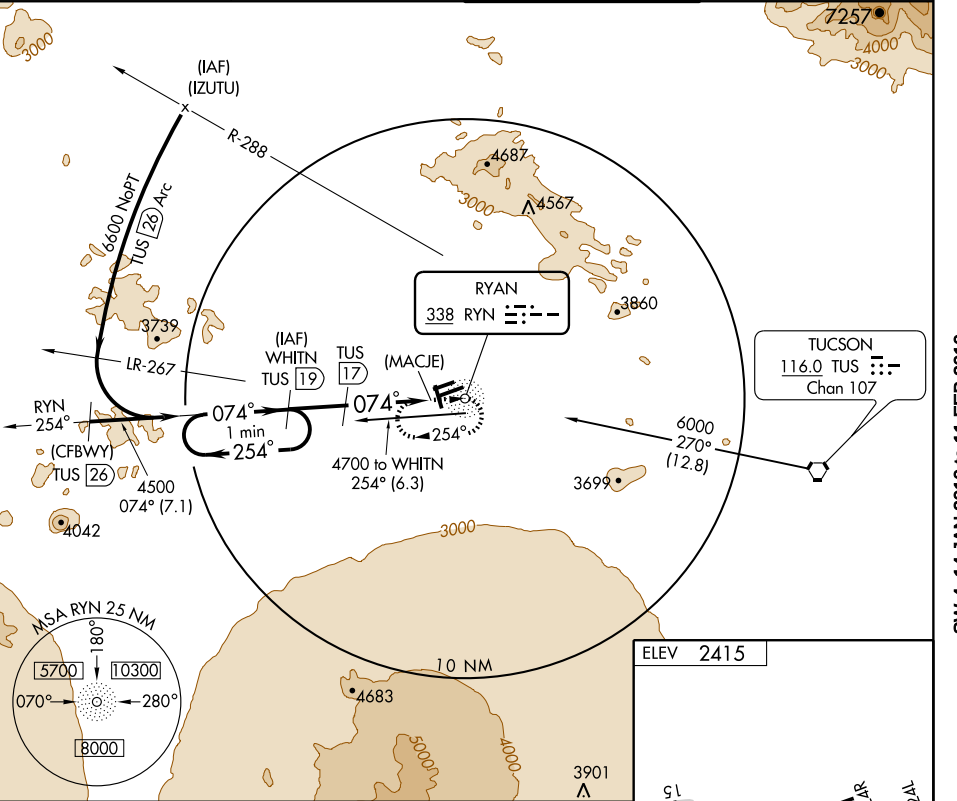
NA

DME from TUS VORTAC

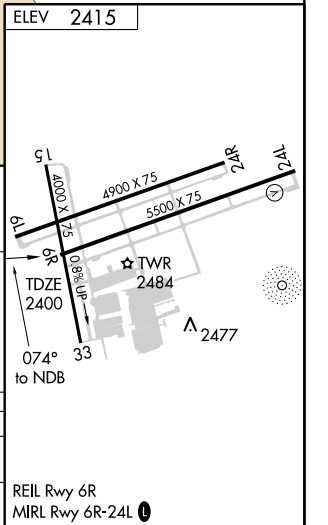
Simultaneous reception of RYN NDB and TUS DME required.

MISSED APPROACH: Climb to 5000 direct RYN NDB and hold.

AWOS-3 133.35	TUCSON APP CON 128.5 395.9	RYAN TOWER★ 125.8 (CTAF) 0	GND CON 118.2
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CATEGORY	A	B	C	D
S-6R	3300-1¼ 900 (900-1¼)	3300-2¾ 900 (900-2¾)	3300-3 900 (900-3)	3300-3 900 (900-3)
CIRCLING	3300-1¼ 885 (900-1¼)	3300-2¾ 885 (900-2¾)	3300-3 885 (900-3)	3300-3 885 (900-3)



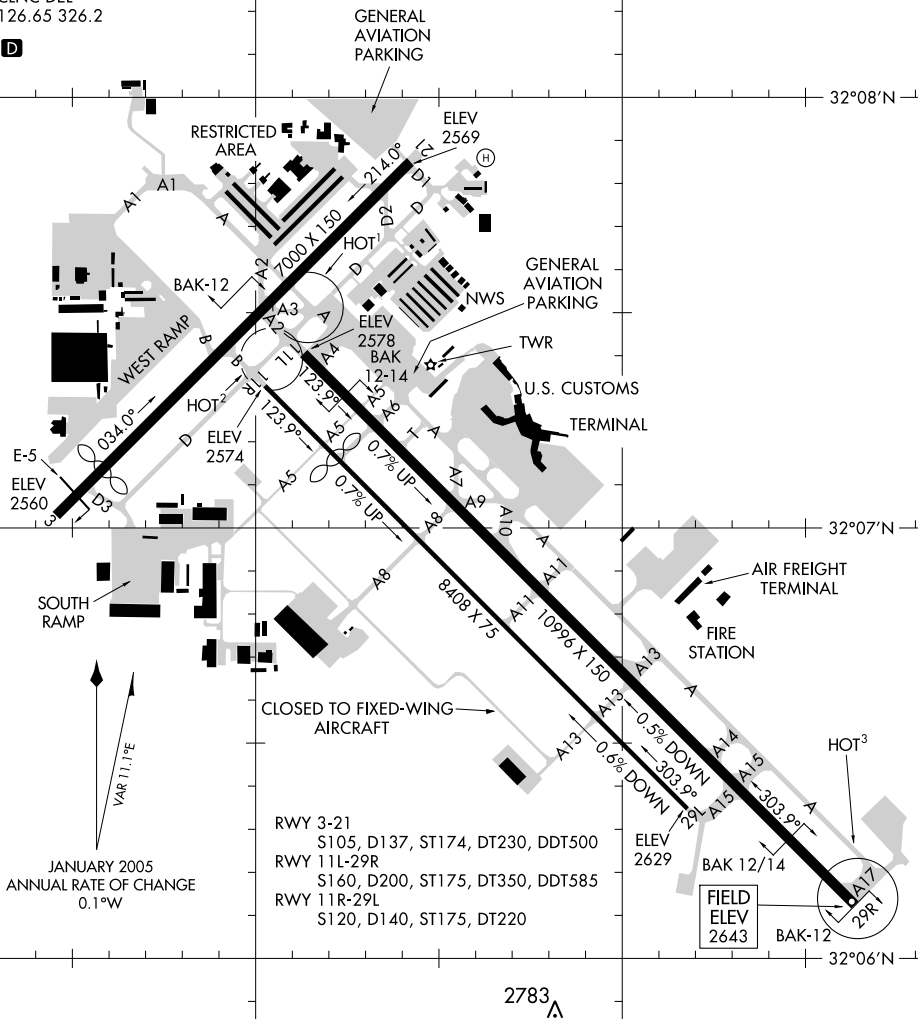
AIRPORT DIAGRAM

AL-430 (FAA)

TUCSON INTL (TUS)
TUCSON, ARIZONA

ATIS
123.8 279.65
TUCSON TOWER
118.3 257.8
GND CON
124.4 348.6
CLNC DEL
126.65 326.2

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ALL AIRCRAFT USE UPPER ANTENNA UNTIL AIRBORNE

BURRO TWO DEPARTURE (RNAV)

SL-430 (FAA)

TUCSON INTL (TUS)
TUCSON, ARIZONA

ATIS
123.8 279.65
CLNC DEL
126.65 326.2
GND CON
124.4 348.6
TUCSON TOWER
118.3 257.8
TUCSON DEP CON
125.1 269.55

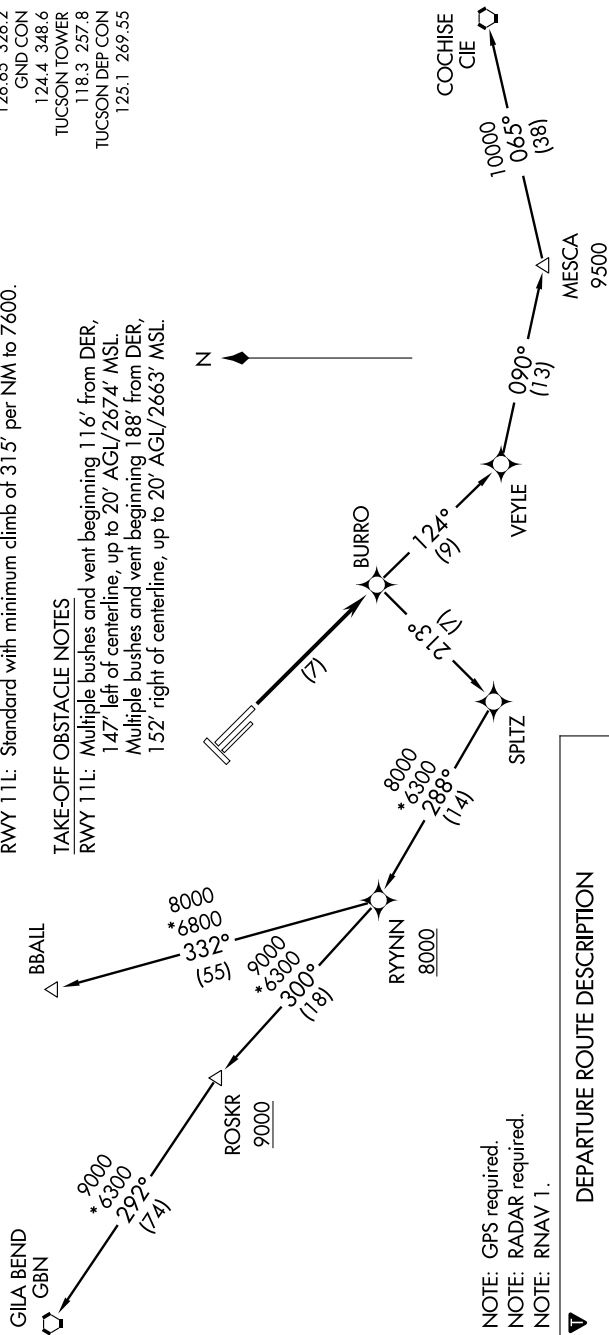
TAKE-OFF MINIMUMS

RWYS 11R, 21, 29L, 29R, 3: NA-(ATC).

RWY 11L: Standard with minimum climb of 31.5' per NM to 7600.

TAKE-OFF OBSTACLE NOTES

RWY 11L: Multiple bushes and vent beginning 116' from DER, 147' left of centerline, up to 20' AGL/2674' MSL.
Multiple bushes and vent beginning 188' from DER, 152' right of centerline, up to 20' AGL/2663' MSL.



NOTE: GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11L: Climb direct BURRO, thence....

...via (transition) climb and maintain 17000. Expect filed altitude 10 minutes after departure.

BBALL TRANSITION (BURRO2.BBALL)

COCHISE TRANSITION (BURRO2.CIE)

GILA BEND TRANSITION (BURRO2.GBN)

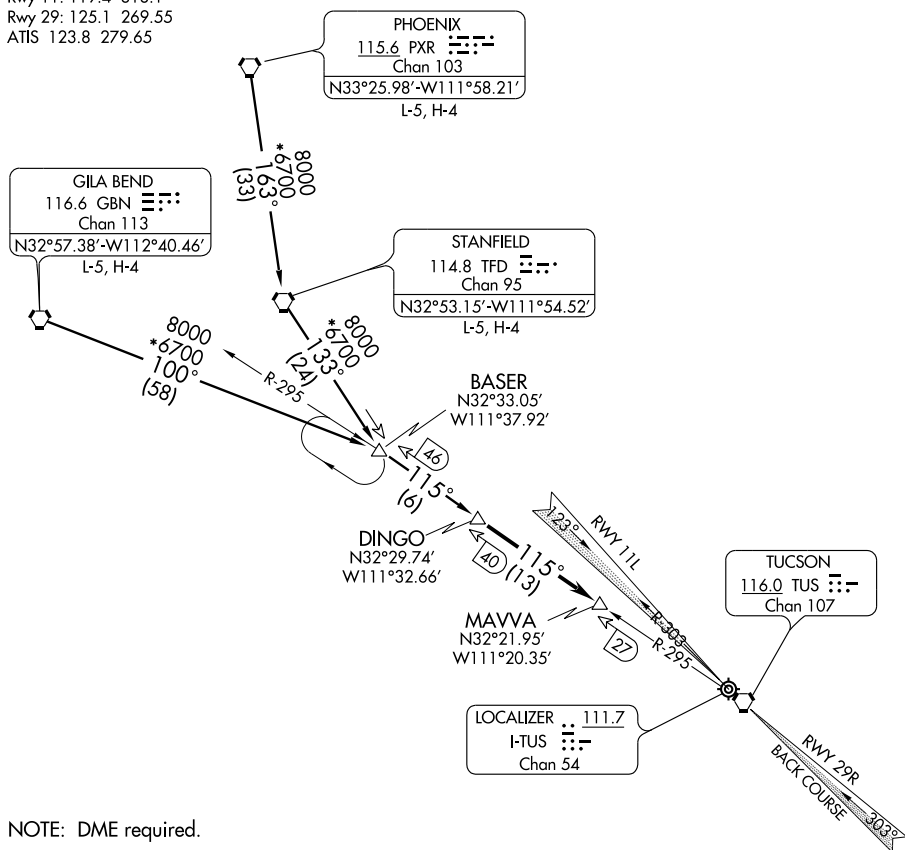
NOTE: Chart not to scale.

TUCSON APP CON

Rwy 11: 119.4 318.1

Rwy 29: 125.1 269.55

ATIS 123.8 279.65



GILA BEND TRANSITION (GBN.DINGO5): From over GBN VORTAC via GBN R-100 to BASER INT, then via TUS R-295 to DINGO INT. Thence....

PHOENIX TRANSITION (PXR.DINGO5): From over PXR VORTAC via PXR R-163 to TFD VORTAC. Then via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

STANFIELD TRANSITION (TFD.DINGO5): From over TFD VORTAC via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

....From over DINGO INT via TUS R-295 to MAVVA INT. Thence, for Runway 11L via heading 075° to intercept I-TUS localizer or TUS VORTAC R-303, and expect approach clearance for Rwy 11L. For Runway 29R expect radar vectors to final approach course Runway 29R.

▼

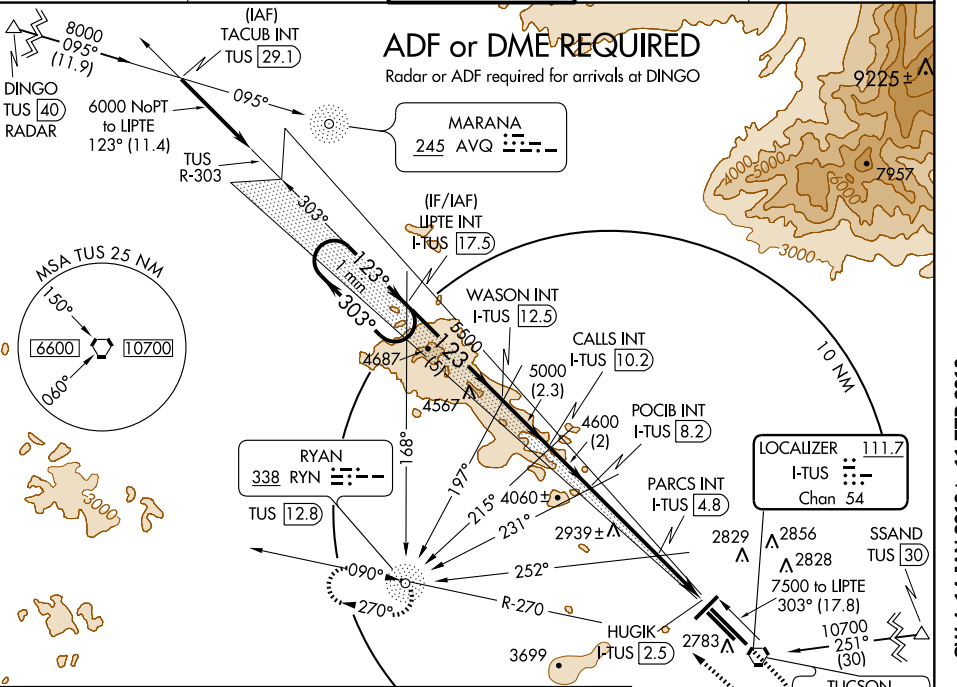
▲

For inoperative MALSR, increase S-ILS 11L Cat E visibility to RVR 5000, S-LOC 11L Cat D and Cat E visibility to RVR 5000. ADF or DME required.

MALSR

MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 via heading 300° and TUS R-270 to RYN NDB/TUS 12.8 DME and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



LIPTI INT I-TUS [17.5] WASON INT I-TUS [12.5] CALLS INT I-TUS [10.2] POCIB INT I-TUS [8.2] PARCS INT I-TUS [4.8] HUGIK I-TUS [2.5] One Minute Holding Pattern 6000 ← 303° 123° → 5500 5000 4600 3480 GS 3.00° TCH 55 Use I-TUS DME when on the localizer course. 4000 6000 TUS R-270 116.0 338 RYN					
CATEGORY	A	B	C	D	E
S-ILS 11L	2800/24 201 (200-½)				
S-LOC 11L	3480-1¼ 881 (900-1¼)	3480-2¾ 881 (900-2¾)	3480-3 881 (900-3)		
CIRCLING	3480-1¼ 837 (900-1¼)	3480-2¾ 837 (900-2¾)	3480-3 837 (900-3)	3740-3 1097 (1100-3)	
PARCS FIX MINIMUMS					
S-LOC 11L	2900/24 301 (300-½)	2900/40 301 (300-¾)			
CIRCLING	3100-1 457 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)
ELEV 2643					
123° 6.1 NM from FAF 2691 TDZE 2599 2734 2733 REIL Rwy 21 REIL Rws 29L and 29R (Daylight hours only) HIRL Rwy 11L-29R MIRL Rws 3-21 and 11R-29L FAF to MAP 5.7 NM					
Knots		60	90	120	150 180
Min:Sec		5:42	3:48	2:51	2:17 1:54

LOC/DME I-TUS 111.7 Chan 54	APP CRS 303°	Rwy Idg TDZE Apt Elev 10996 2643
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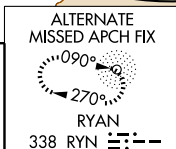
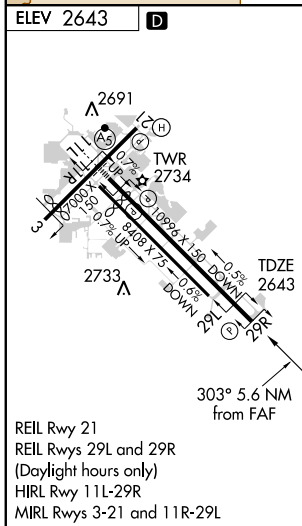
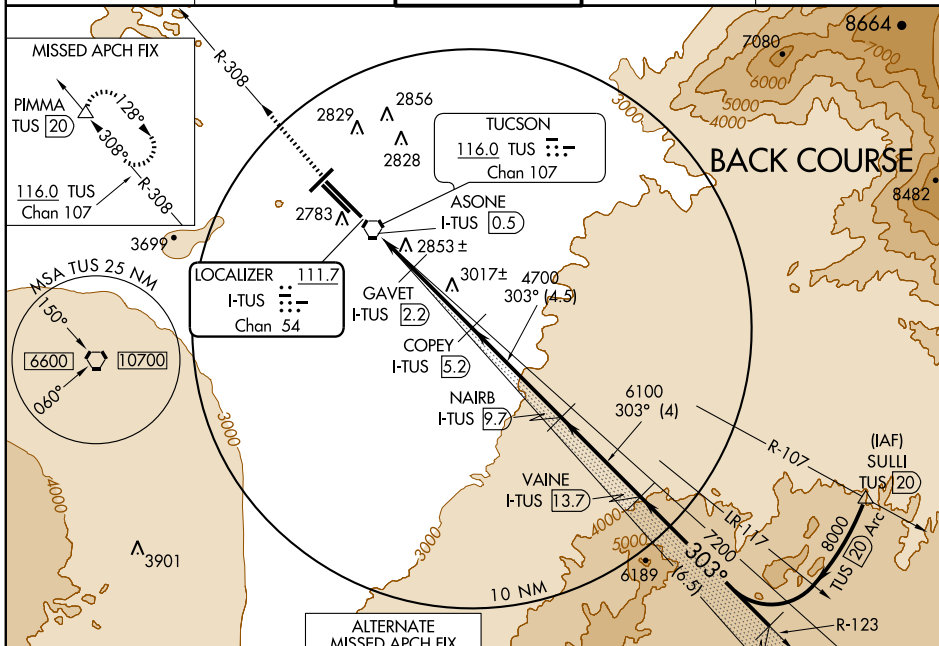
LOC/DME BC RWY 29R

TUCSON INTL (TUS)

▼
▲
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6800 via TUS VORTAC
R-308 to PIMMA/TUS VORTAC 20 DME and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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6800 ↑ TUS R-308		PIMMA △		Use I-TUS DME when on the localizer course. VGSI and descent angles not coincident. Disregard glide slope indications.							
		GAVET I-TUS 2.2		COPEY I-TUS 5.2		NAIRB I-TUS 9.7		VAINE I-TUS 13.7		ILEEN I-TUS 20.2	
		ASONE I-TUS 0.5		3640		4700		6100		7200	
		3.47° TCH 50						303°		8000	
		0.9		1.7 NM		3 NM		4.5 NM		4 NM	
										6.5 NM	
										Procedure Turn NA	
CATEGORY		A		B		C		D		E	
S-29R		3120-1		477 (500-1)		3120-1¼ 477 (500-1¼)		3120-1½ 477 (500-1½)		3120-1¾ 477 (500-1¾)	
CIRCLING		3120-1 477 (500-1)		3220-1 577 (600-1)		3220-1½ 577 (600-1½)		3220-2 577 (600-2)		3740-3 1097 (1100-3)	

APP CRS	Rwy Idg	6159
030°	TDZE	2572
	Apt Elev	2643

RNAV (GPS) RWY 3
TUCSON INTL (TUS)

T For uncompensated Baro-VNAV systems, LNAV/VNAV
A NA below -20°C (-4°F) or above 43°C (111°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 via 030° course to SIREE, and climbing left turn direct PIMMA and hold.

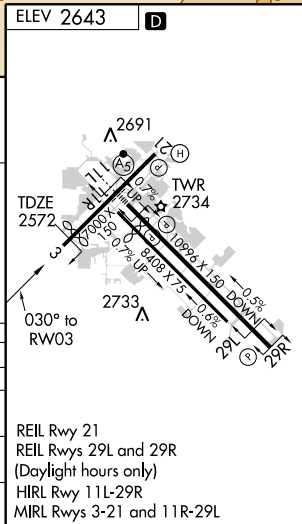
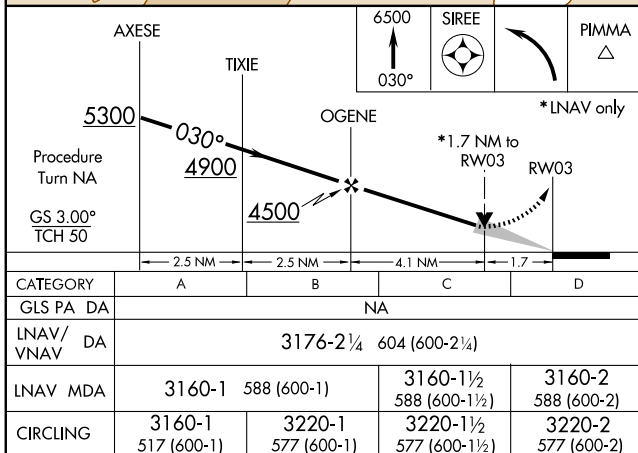
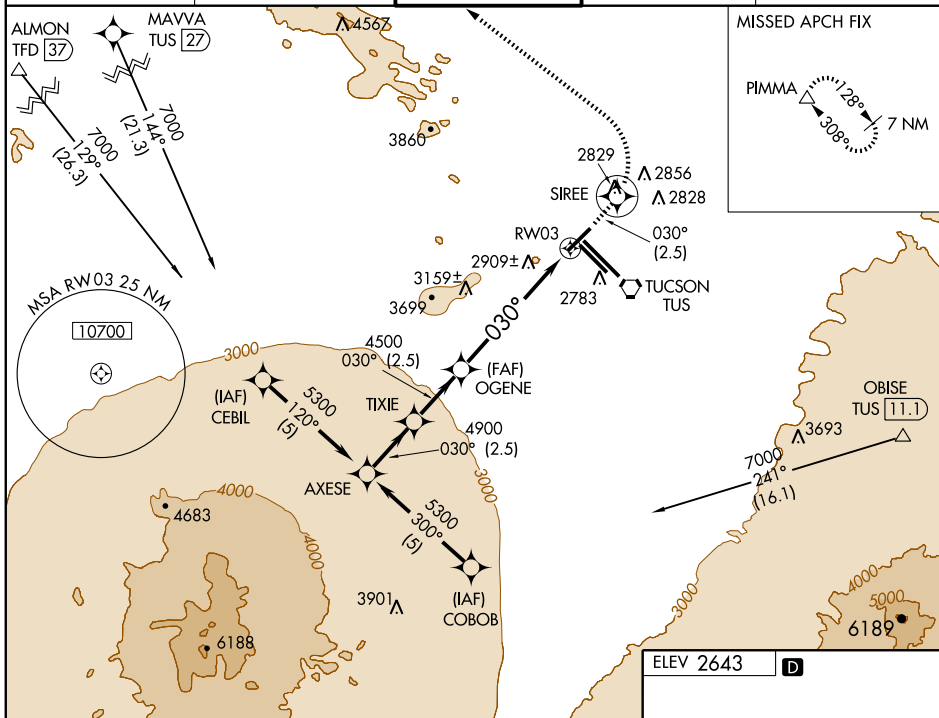
ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

TUCSON TOWER
118.3 257.8

GND CON
124.4 348.6

CLNC DEL
126.65 326.2



APP CRS	Rwy Idg	6000
213°	TDZE	2573
	Apt Elev	2643

RNAV (GPS) RWY 21

TUCSON INTL (TUS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -20°C (-4°F) or above 43°C (111°F).
▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 via 213° course to WADSO WP, then via 203° course to LIKLE WP, then climbing right turn direct RYN NDB and hold.

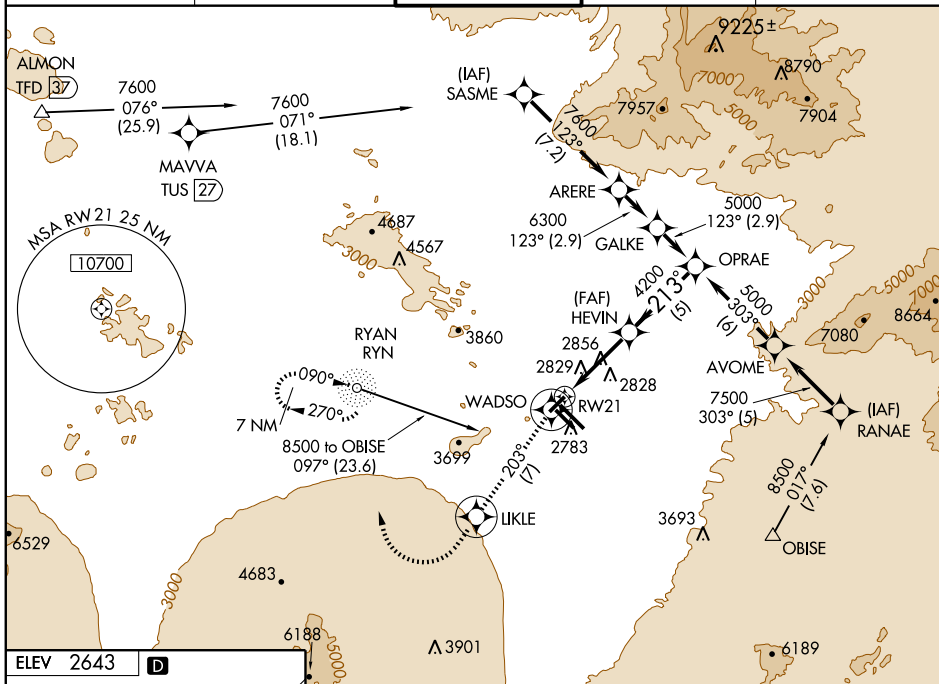
ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

TUCSON TOWER
118.3 257.8

GND CON
124.4 348.6

CLNC DEL
126.65 326.2

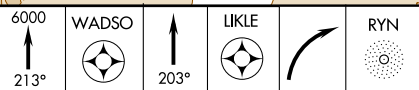


SW-4. 14 JAN 2010 to 11 FEB 2010

ELEV 2643

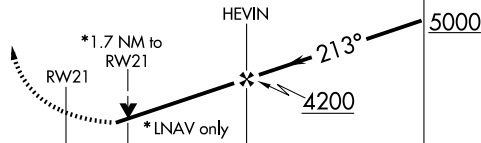
D

213° to
RWY21



Procedure
Turn NA

VGSI and RNAV glidepath not coincident.



GS 3.00°
TCH 50

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3141-2 568 (600-2)			
LNAV MDA	3160-1 587 (600-1)	3160-1½ 587 (600-1½)	3160-1¾ 587 (600-1¾)	
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)

REIL Rwy 21
REIL Rwy 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwy 3-21 and 11R-29L

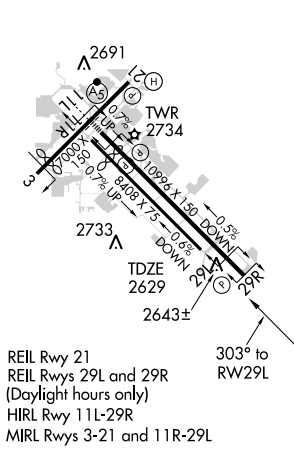
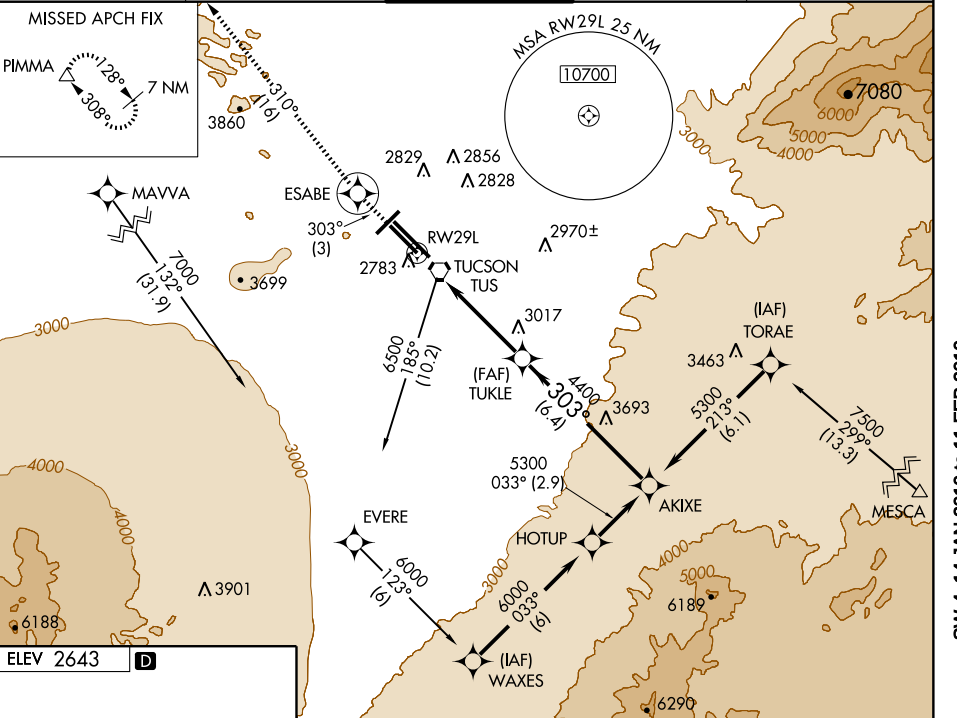
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -20°C (-4°F) or above 43°C (111°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 via 303° course
to ESABE and via 310° track to PIMMA and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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6500	ESABE	310° track	PIMMA	Procedure Turn NA
303°				
*LNAV only				
* 1.9 NM to RW29L				
TUKLE				
AKIXE				
5300				
303°				
4400				
GS 3.00° TCH 50				
1.9 3.4 NM 6.4 NM				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3040-1½ 411 (400-1½)			
LNAV MDA	3320-1 691 (700-1)		3320-2 691 (700-2)	3320-2½ 691 (700-2½)
CIRCLING	3320-1 677 (700-1)		3320-2 677 (700-2)	3320-2½ 677 (700-2½)

SW-4, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82701 W11A	APP CRS 123°	Rwy Idg 10996 TDZE 2599 Apt Elev 2643
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RNAV (GPS) Z RWY 11L

TUCSON INTL (TUS)

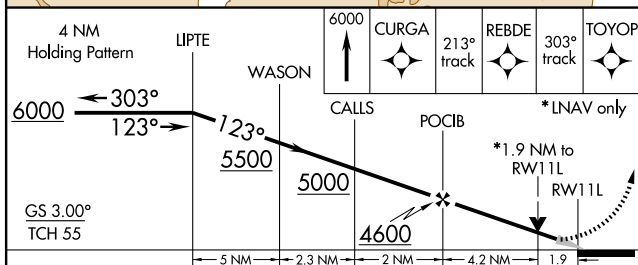
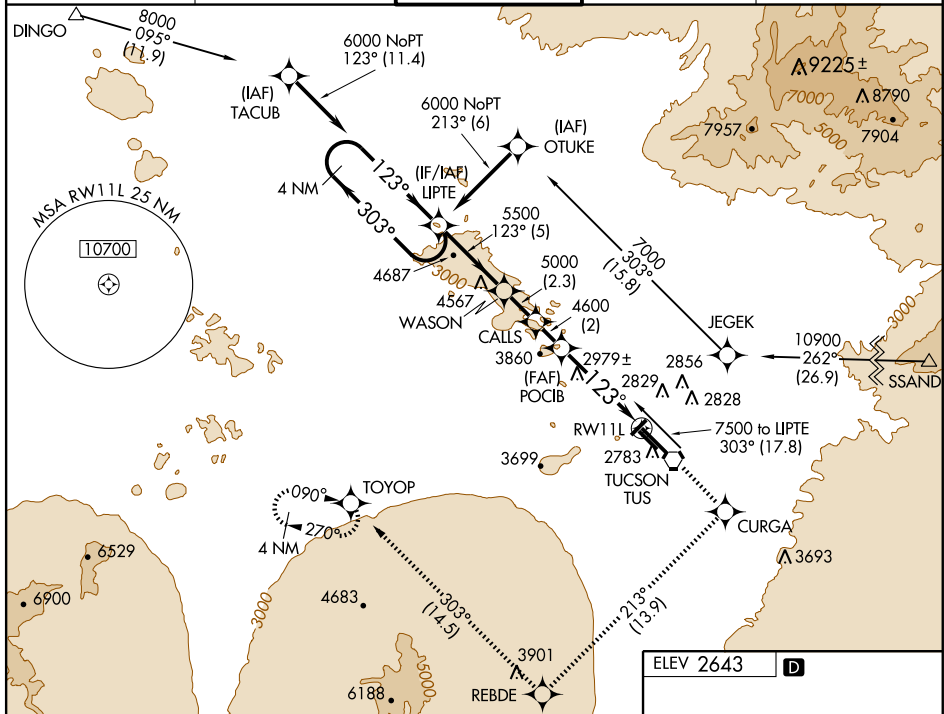
- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA.
- A** For inoperative MALS/R, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV visibility Cat E to RVR 6000. LNAV visibility Cat E to 2 1/4.

MALSR

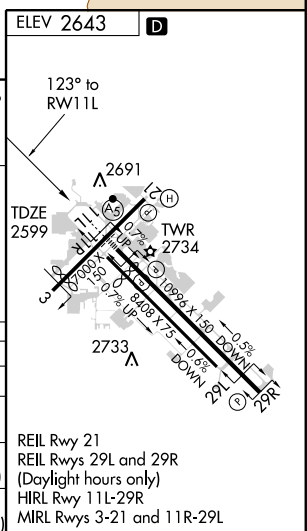


MISSED APPROACH: Climb to 6000 (CAT E 8000) via direct CURGA and via 213° track to REBDE and via 303° track to TOYOP and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



CATEGORY		A	B	C	D	E
LPV	DA	2849/24 250 (300-½)				
LNAV/ VNAV	DA	2956/40 357 (400-¾)				
LNAV	MDA	3240/24	641 (600-½)	3240/60 641 (600-1¼)	3240-1½ 641 (600-1½)	3240-1¾ 641 (600-1¾)
CIRCLING		3240-1	597 (600-1)	3240-1½ 597 (600-1½)	3240-2 597 (600-2)	3740-3 1097 (1100-3)

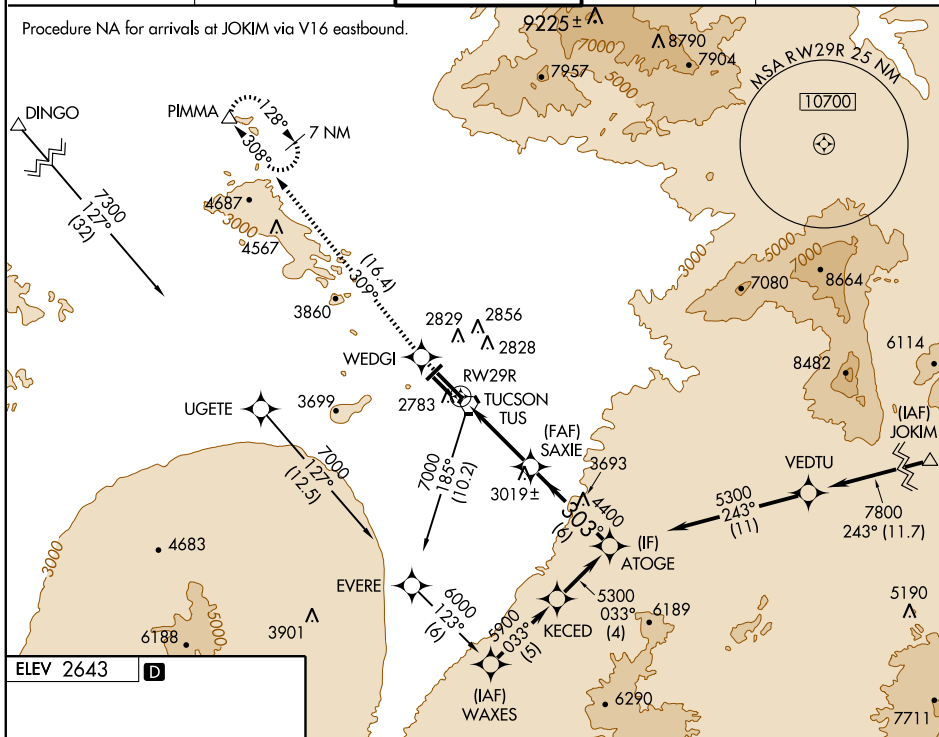


WAAS CH 86899 W29A	APP CRS 303°	Rwy Idg 10996 TDZE 2643 Apt Elev 2643
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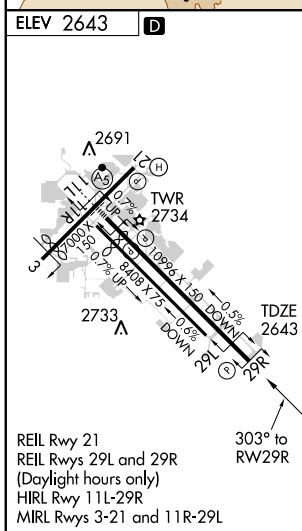
RNAV (GPS) Z RWY 29R
TUCSON INTL (TUS)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night.			MISSED APPROACH: Climb to 6800 direct WEDGI and 309° track to PIMMA and hold.	
	ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2

Procedure NA for arrivals at JOKIM via V16 eastbound.



SW-4. 14 JAN 2010 to 11 FEB 2010



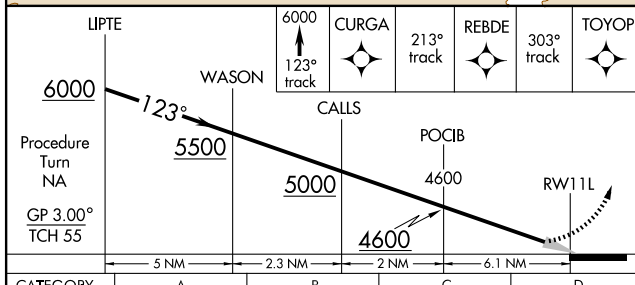
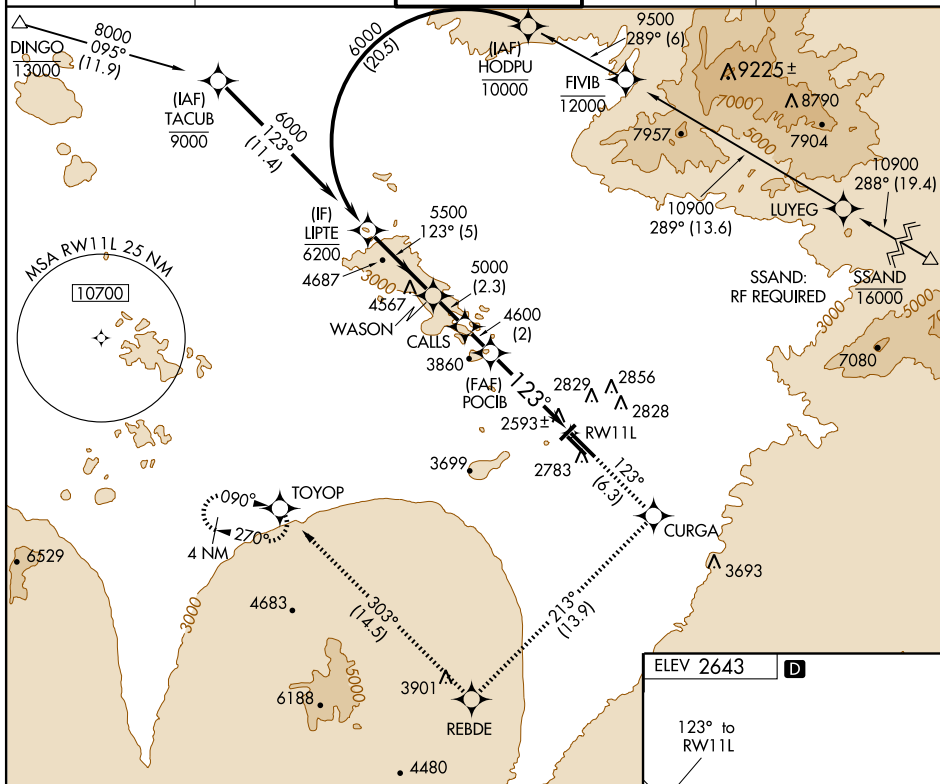
6800 ↑	WEDGI ✦	309° track	PIMMA △	ATOGE 5300 303° 4400 SAXIE RW29R 5.3 NM 6 NM GS 3.00° TCH 53 Procedure Turn NA				
CATEGORY		A	B	C	D	E		
LPV	DA	2929-1 286 (300-1)						
RNAV/ VNAV	DA	3106-1½ 463 (500-1½)					3106-1¾ 463 (500-1¾)	
RNAV	MDA	3280-1	637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3280-2¼ 637 (700-2¼)		
CIRCLING		3280-1	637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3740-3 1097 (1100-3)		

APP CRS 123°	Rwy Idg 10996 TDZE 2599 Apt Elev 2643
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RNAV (RNP) Y RWY 11L
TUCSON INTL (TUS)

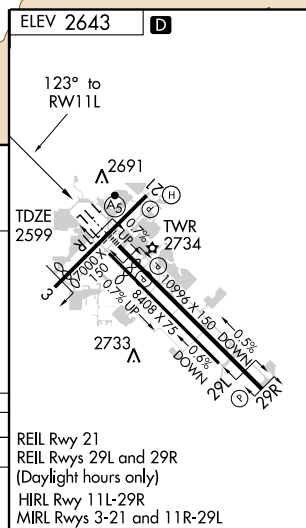
	For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (111°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000 all Cots. GPS required.		MISSED APPROACH: Climb to 6000 via 123° track to CURGA, 213° track to REBDE, 303° track to TOYOP and hold.
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ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



CATEGORY	A	B	C	D
RNP 0.30 DA	2947/40 348 (400- $\frac{3}{4}$)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	10996
303°	TDZE	2643
	Apt Elev	2643

RNAV (RNP) Y RWY 29R

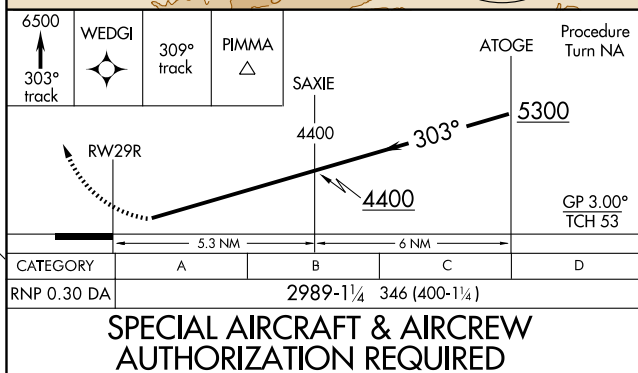
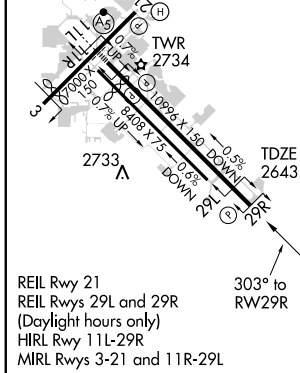
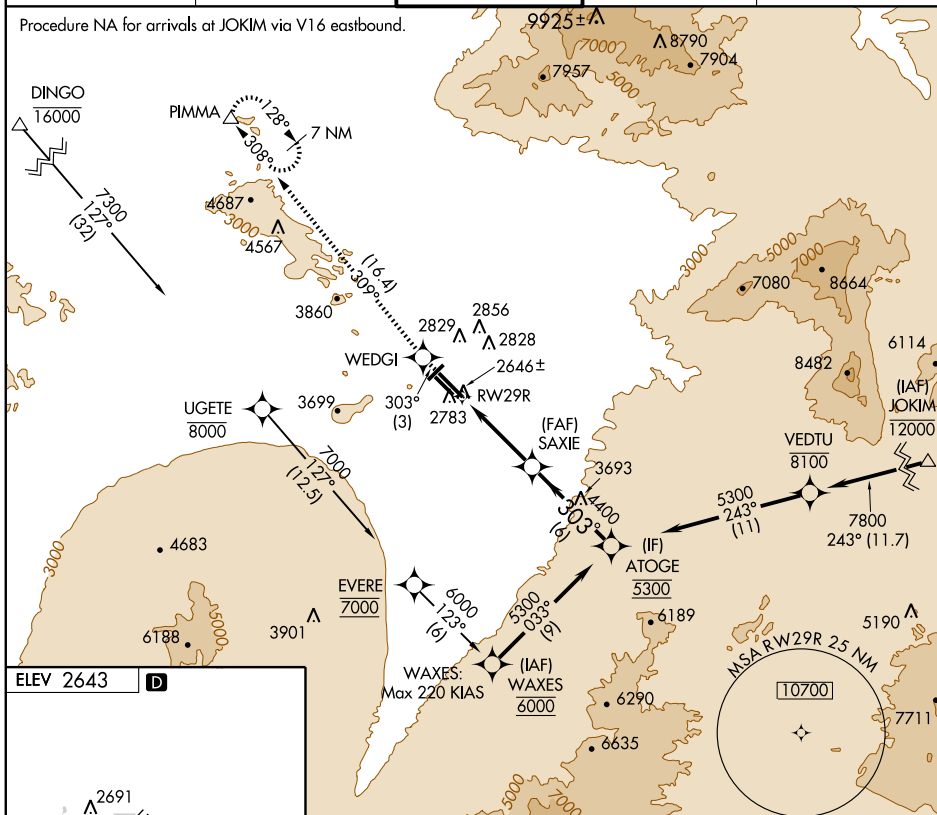
TUCSON INTL (TUS)

V When VGSI inoperative, procedure NA at night. GPS required.
A NA For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (110°F).

MISSED APPROACH: Climb to 6500 via 303° track to WEDGI, 309° track to PIMMA and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CINC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2

Procedure NA for arrivals at JOKIM via V16 eastbound.

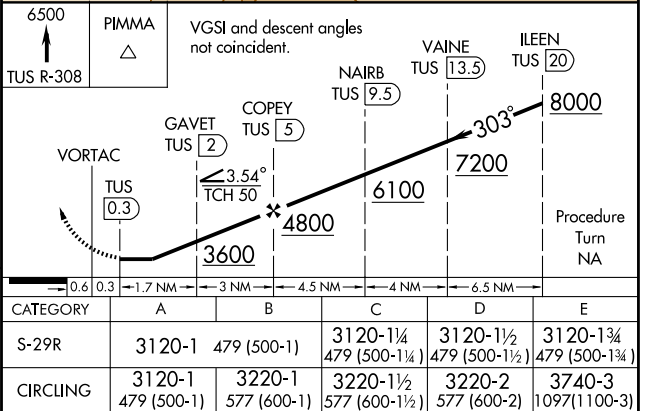
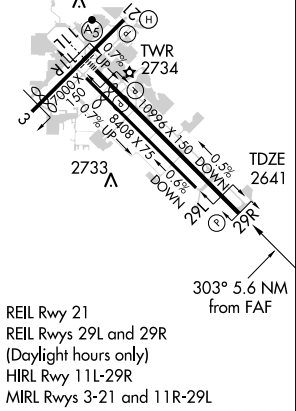
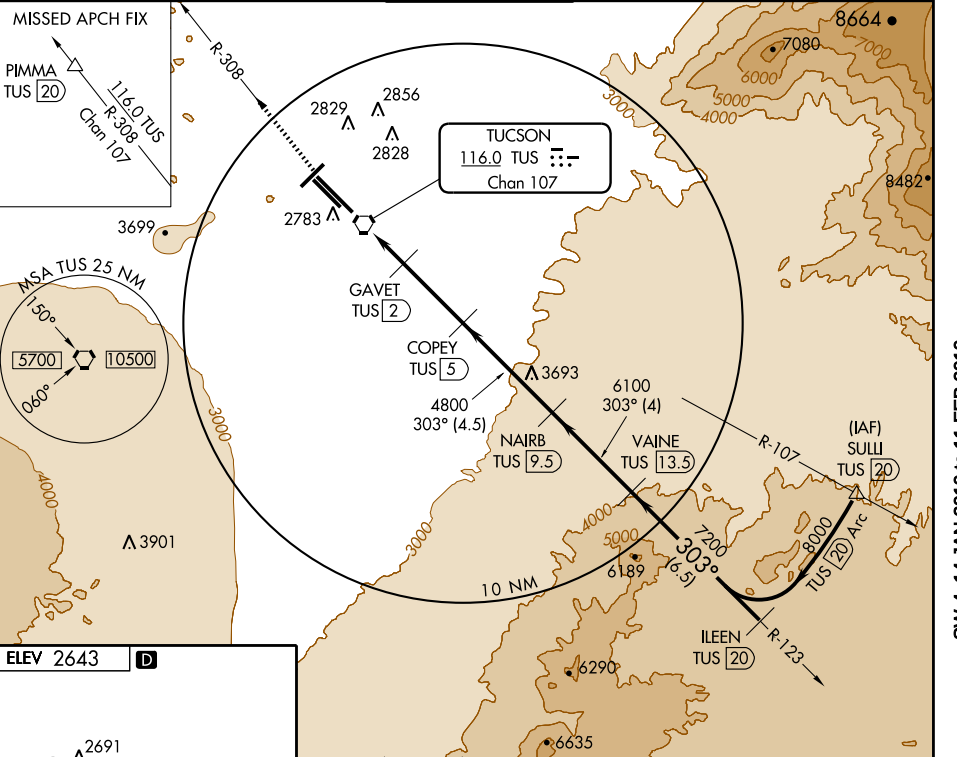


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MISSED APPROACH: Climb to 6500 to PIMMA/TUS 20 DME via TUS R-308.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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VORTAC TUS 116.0 Chan 107	APP CRS 123°	Rwy Idg TDZE Apt Elev 10996 2599 2643
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VOR or TACAN RWY 11L

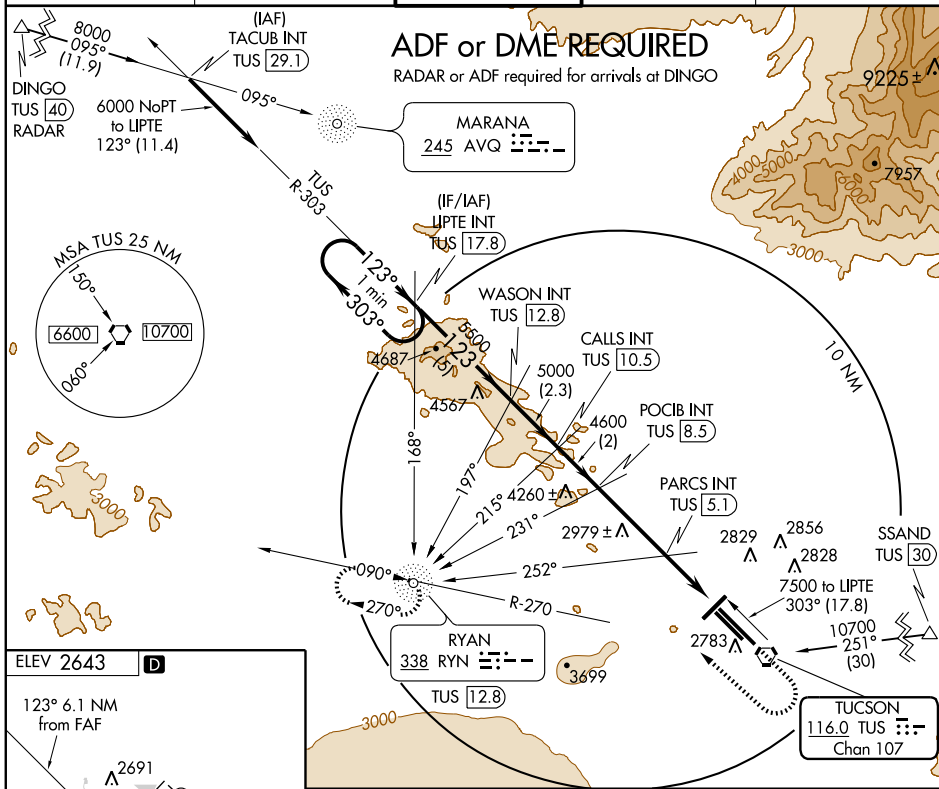
TUCSON INTL (TUS)

▼ For inoperative MALSR, increase S-11L
 ▲ Cats. D and E visibility to RVR 6000.
 ADF or DME required.

MALSR

MISSED APPROACH: Climb to 4000 then climbing right
 turn to 6000 (Cat. E 8000) via heading 300° and TUS
 R-270 to RYN NDB/TUS 12.8 DME and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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ELEV 2643	D
123° 6.1 NM from FAF	
TDZE 2599	TWR 2734
REIL Rwy 21	REIL Rws 29L and 29R (Daylight hours only)
HIRL Rwy 11L-29R	MIRL Rws 3-21 and 11R-29L
FAF to MAP 6.1 NM	
Knots	60 90 120 150 180
Min:Sec	6:06 4:04 3:03 2:26 2:02

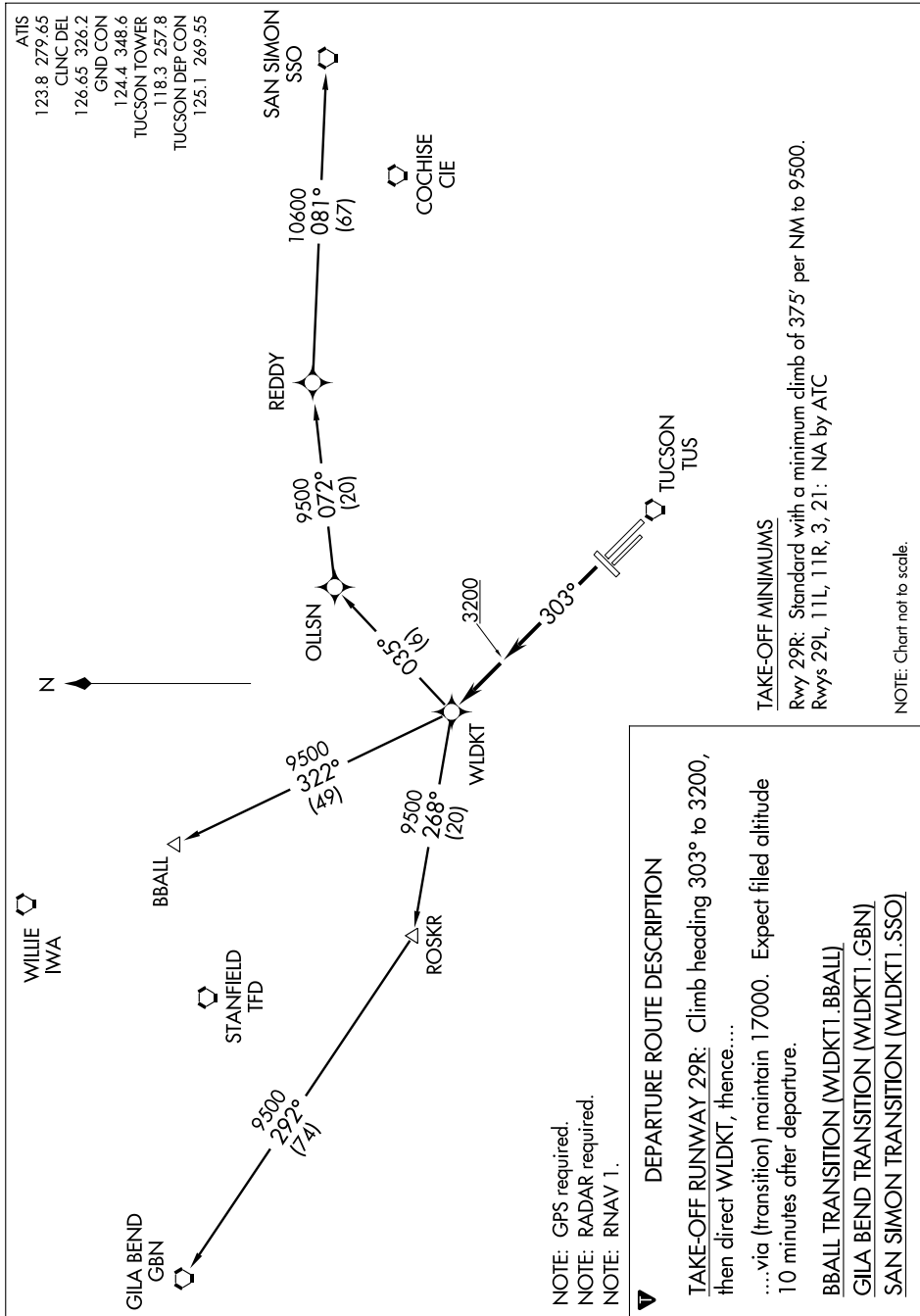
One Minute Holding Pattern		LIPT INT TUS 17.8		WASON INT TUS 12.8		CALLS INT TUS 10.5		POCIB INT TUS 8.5		PARCS INT TUS 5.1		TUS 2.4		TUS 3.4		TUS 4.0		TUS 4.6		TUS 5.2		TUS 5.8		TUS 6.4		TUS 7.0		TUS 7.6		TUS 8.2		TUS 8.8		TUS 9.4		TUS 10.0		TUS 10.6		TUS 11.2		TUS 11.8		TUS 12.4		TUS 13.0		TUS 13.6		TUS 14.2		TUS 14.8		TUS 15.4		TUS 16.0		TUS 16.6		TUS 17.2		TUS 17.8		TUS 18.4		TUS 19.0		TUS 19.6		TUS 20.2		TUS 20.8		TUS 21.4		TUS 22.0		TUS 22.6		TUS 23.2		TUS 23.8		TUS 24.4		TUS 25.0		TUS 25.6		TUS 26.2		TUS 26.8		TUS 27.4		TUS 28.0		TUS 28.6		TUS 29.2		TUS 29.8		TUS 30.4		TUS 31.0		TUS 31.6		TUS 32.2		TUS 32.8		TUS 33.4		TUS 34.0		TUS 34.6		TUS 35.2		TUS 35.8		TUS 36.4		TUS 37.0		TUS 37.6		TUS 38.2		TUS 38.8		TUS 39.4		TUS 40.0		TUS 40.6		TUS 41.2		TUS 41.8		TUS 42.4		TUS 43.0		TUS 43.6		TUS 44.2		TUS 44.8		TUS 45.4		TUS 46.0		TUS 46.6		TUS 47.2		TUS 47.8		TUS 48.4		TUS 49.0		TUS 49.6		TUS 50.2		TUS 50.8		TUS 51.4		TUS 52.0		TUS 52.6		TUS 53.2		TUS 53.8		TUS 54.4		TUS 55.0		TUS 55.6		TUS 56.2		TUS 56.8		TUS 57.4		TUS 58.0		TUS 58.6		TUS 59.2		TUS 59.8		TUS 60.4		TUS 61.0		TUS 61.6		TUS 62.2		TUS 62.8		TUS 63.4		TUS 64.0		TUS 64.6		TUS 65.2		TUS 65.8		TUS 66.4		TUS 67.0		TUS 67.6		TUS 68.2		TUS 68.8		TUS 69.4		TUS 70.0		TUS 70.6		TUS 71.2		TUS 71.8		TUS 72.4		TUS 73.0		TUS 73.6		TUS 74.2		TUS 74.8		TUS 75.4		TUS 76.0		TUS 76.6		TUS 77.2		TUS 77.8		TUS 78.4		TUS 79.0		TUS 79.6		TUS 80.2		TUS 80.8		TUS 81.4		TUS 82.0		TUS 82.6		TUS 83.2		TUS 83.8		TUS 84.4		TUS 85.0		TUS 85.6		TUS 86.2		TUS 86.8		TUS 87.4		TUS 88.0		TUS 88.6		TUS 89.2		TUS 89.8		TUS 90.4		TUS 91.0		TUS 91.6		TUS 92.2		TUS 92.8		TUS 93.4		TUS 94.0		TUS 94.6		TUS 95.2		TUS 95.8		TUS 96.4		TUS 97.0		TUS 97.6		TUS 98.2		TUS 98.8		TUS 99.4		TUS 100.0		TUS 100.6		TUS 101.2		TUS 101.8		TUS 102.4		TUS 103.0		TUS 103.6		TUS 104.2		TUS 104.8		TUS 105.4		TUS 106.0		TUS 106.6		TUS 107.2		TUS 107.8		TUS 108.4		TUS 109.0		TUS 109.6		TUS 110.2		TUS 110.8		TUS 111.4		TUS 112.0		TUS 112.6		TUS 113.2		TUS 113.8		TUS 114.4		TUS 115.0		TUS 115.6		TUS 116.2		TUS 116.8		TUS 117.4		TUS 118.0		TUS 118.6		TUS 119.2		TUS 119.8		TUS 120.4		TUS 121.0		TUS 121.6		TUS 122.2		TUS 122.8		TUS 123.4		TUS 124.0		TUS 124.6		TUS 125.2		TUS 125.8		TUS 126.4		TUS 127.0		TUS 127.6		TUS 128.2		TUS 128.8		TUS 129.4		TUS 130.0		TUS 130.6		TUS 131.2		TUS 131.8		TUS 132.4		TUS 133.0		TUS 133.6		TUS 134.2		TUS 134.8		TUS 135.4		TUS 136.0		TUS 136.6		TUS 137.2		TUS 137.8		TUS 138.4		TUS 139.0		TUS 139.6		TUS 140.2		TUS 140.8		TUS 141.4		TUS 142.0		TUS 142.6		TUS 143.2		TUS 143.8		TUS 144.4		TUS 145.0		TUS 145.6		TUS 146.2		TUS 146.8		TUS 147.4		TUS 148.0		TUS 148.6		TUS 149.2		TUS 149.8		TUS 150.4		TUS 151.0		TUS 151.6		TUS 152.2		TUS 152.8		TUS 153.4		TUS 154.0		TUS 154.6		TUS 155.2		TUS 155.8		TUS 156.4		TUS 157.0		TUS 157.6		TUS 158.2		TUS 158.8		TUS 159.4		TUS 160.0		TUS 160.6		TUS 161.2		TUS 161.8		TUS 162.4		TUS 163.0		TUS 163.6		TUS 164.2		TUS 164.8		TUS 165.4		TUS 166.0		TUS 166.6		TUS 167.2		TUS 167.8		TUS 168.4		TUS 169.0		TUS 169.6		TUS 170.2		TUS 170.8		TUS 171.4		TUS 172.0		TUS 172.6		TUS 173.2		TUS 173.8		TUS 174.4		TUS 175.0		TUS 175.6		TUS 176.2		TUS 176.8		TUS 177.4		TUS 178.0		TUS 178.6		TUS 179.2		TUS 179.8		TUS 180.4		TUS 181.0		TUS 181.6		TUS 182.2		TUS 182.8		TUS 183.4		TUS 184.0		TUS 184.6		TUS 185.2		TUS 185.8		TUS 186.4		TUS 187.0		TUS 187.6		TUS 188.2		TUS 188.8		TUS 189.4		TUS 190.0		TUS 190.6		TUS 191.2		TUS 191.8		TUS 192.4		TUS 193.0		TUS 193.6		TUS 194.2		TUS 194.8		TUS 195.4		TUS 196.0		TUS 196.6		TUS 197.2		TUS 197.8		TUS 198.4		TUS 199.0		TUS 199.6		TUS 200.2		TUS 200.8		TUS 201.4		TUS 202.0		TUS 202.6		TUS 203.2		TUS 203.8		TUS 204.4		TUS 205.0		TUS 205.6		TUS 206.2		TUS 206.8		TUS 207.4		TUS 208.0		TUS 208.6		TUS 209.2		TUS 209.8		TUS 210.4		TUS 211.0		TUS 211.6		TUS 212.2		TUS 212.8		TUS 213.4		TUS 214.0		TUS 214.6		TUS 215.2		TUS 215.8		TUS 216.4		TUS 217.0		TUS 217.6		TUS 218.2		TUS 218.8		TUS 219.4		TUS 220.0		TUS 220.6		TUS 221.2		TUS 221.8		TUS 222.4		TUS 223.0		TUS 223.6		TUS 224.2		TUS 224.8		TUS 225.4		TUS 226.0		TUS 226.6		TUS 227.2		TUS 227.8		TUS 228.4		TUS 229.0		TUS 229.6		TUS 230.2		TUS 230.8		TUS 231.4		TUS 232.0		TUS 232.6		TUS 233.2		TUS 233.8		TUS 234.4		TUS 235.0		TUS 235.6		TUS 236.2		TUS 236.8		TUS 237.4		TUS 238.0		TUS 238.6		TUS 239.2		TUS 239.8		TUS 240.4		TUS 241.0		TUS 241.6		TUS 242.2		TUS 242.8		TUS 243.4		TUS 244.0		TUS 244.6		TUS 245.2		TUS 245.8		TUS 246.4		TUS 247.0		TUS 247.6		TUS 248.2		TUS 248.8		TUS 249.4		TUS 250.0		TUS 250.6		TUS 251.2		TUS 251.8		TUS 252.4		TUS 253.0		TUS 253.6		TUS 254.2		TUS 254.8		TUS 255.4		TUS 256.0		TUS 256.6		TUS 257.2		TUS 257.8		TUS 258.4		TUS 259.0		TUS 259.6		TUS 260.2		TUS 260.8		TUS 261.4		TUS 262.0		TUS 262.6		TUS 263.2		TUS 263.8		TUS 264.4		TUS 265.0		TUS 265.6		TUS 266.2		TUS 266.8		TUS 267.4		TUS 268.0		TUS 268.6		TUS 269.2		TUS 269.8		TUS 270.4		TUS 271.0		TUS 271.6		TUS 272.2		TUS 272.8		TUS 273.4		TUS 274.0		TUS 274.6		TUS 275.2		TUS 275.8		TUS 276.4		TUS 277.0		TUS 277.6		TUS 278.2		TUS 278.8		TUS 279.4		TUS 280.0		TUS 280.6		TUS 281.2		TUS 281.8		TUS 282.4		TUS 283.0		TUS 283.6		TUS 284.2		TUS 284.8		TUS 285.4		TUS 286.0		TUS 286.6		TUS 287.2		TUS 287.8		TUS 288.4		TUS 289.0		TUS 289.6		TUS 290.2		TUS 290.8		TUS 291.4		TUS 292.0		TUS 292.6		TUS 293.2		TUS 293.8		TUS 294.4		TUS 295.0		TUS 295.6		TUS 296.2		TUS 296.8		TUS 297.4		TUS 298.0		TUS 298.6		TUS 299.2		TUS 299.8		TUS 300.4		TUS 301.0		TUS 301.6		TUS 302.2		TUS 302.8		TUS 303.4		TUS 304.0		TUS 304.6		TUS 305.2		TUS 305.8		TUS 306.4		TUS 307.0		TUS 307.6		TUS 308.2		TUS 308.8		TUS 309.4		TUS 310.0		TUS 310.6		TUS 311.2		TUS 311.8		TUS 312.4		TUS 313.0		TUS 313.6		TUS 314.2		TUS 314.8		TUS 315.4		TUS 316.0		TUS 316.6		TUS 317.2		TUS 317.8		TUS 318.4		TUS 319.0		TUS 319.6		TUS 320.2		TUS 320.8		TUS 321.4		TUS 322.0		TUS 322.6		TUS 323.2		TUS 323.8		TUS 324.4		TUS 325.0		TUS 325.6		TUS 326.2		TUS 326.8		TUS 327.4		TUS 328.0		TUS 328.6		TUS 329.2		TUS 329.8		TUS 330.4		TUS 331.0		TUS 331.6		TUS 332.2		TUS 332.8		TUS 333.4		TUS 334.0		TUS 334.6		TUS 335.2		TUS 335.8		TUS 336.4		TUS 337.0		TUS 337.6		TUS 338.2		TUS 338.8		TUS 339.4		TUS 340.0		TUS 340.6		TUS 341.2		TUS 341.8		TUS 342.4		TUS 343.0		TUS 343.6		TUS 344.2		TUS 344.8		TUS 345.4		TUS 346.0		TUS 346.6		TUS 347.2		TUS 347.8		TUS 348.4		TUS 349.0		TUS 349.6		TUS 350.2		TUS 350.8		TUS 351.4		TUS 352.0		TUS 352.6		TUS 353.2		TUS 353.8		TUS 354.4		TUS 355.0		TUS 355.6		TUS 356.2		TUS 356.8		TUS 357.4		TUS 358.0		TUS 358.6		TUS 359.2		TUS 359.8		TUS 360.4		TUS 361.0		TUS 361.6		TUS 362.2		TUS 362.8		TUS 363.4		TUS 364.0		TUS 364.6		TUS 365.2		TUS 365.8		TUS 366.4		TUS 367.0		TUS 367.6		TUS 368.2		TUS 368.8		TUS 369.4		TUS 370.0		TUS 370.6		TUS 371.2		TUS 371.8		TUS 372.4		TUS 373.0		TUS 373.6		TUS 374.2		TUS 374.8		TUS 375.4		TUS 376.0		TUS 376.6		TUS 377.2		TUS 377.8		TUS 378.4		TUS 379.0		TUS 379.6		TUS 380.2		TUS 380.8		TUS 381.4		TUS 382.0		TUS 382.6		TUS 383.2		TUS 383.8		TUS 384.4		TUS 385.0		TUS 385.6		TUS 386.2		TUS 386.8		TUS 387.4		TUS 388.0		TUS 388.6		TUS 389.2		TUS 389.8		TUS 390.4		TUS 391.0		TUS 391.6		TUS 392.2		TUS 392.8		TUS 393.4		TUS 394.0		TUS 394.6		TUS 395.2		TUS 395.8		TUS 396.4		TUS 397.0		TUS 397.6		TUS 398.2		TUS 398.8		TUS 399.4		TUS 400.0		TUS 400.6		TUS 401.2		TUS 401.8		TUS 402.4		TUS 403.0		TUS 403.6		TUS 404.2		TUS 404.8		TUS 405.4		TUS 406.0		TUS 406.6		TUS 407.2		TUS 407.8		TUS 408.4		TUS 409.0		TUS 409.6		TUS 410.2		TUS 410.8		TUS 411.4		TUS 412.0		TUS 412.6		TUS 413.2		TUS 413.8		TUS 414.4		TUS 415.0		TUS 415.6		TUS 416.2		TUS 416.8		TUS 417.4		TUS 418.0		TUS 418.6		TUS 419.2		TUS 419.8		TUS 420.4		TUS 421.0		TUS 421.6		TUS 422.2		TUS 422.8		TUS 423.4		TUS 424.0		TUS 424.6		TUS 425.2		TUS 425.8		TUS 426.4		TUS 427.0		TUS 427.6		TUS 428.2		TUS 428.8		TUS 429.4		TUS 430.0		TUS 430.6		TUS 431.2		TUS 431.8		TUS 432.4		TUS 433.0		TUS 433.6		TUS 434.2		TUS 434.8		TUS 435.4		TUS 436.0		TUS 436.6		TUS 437.2		TUS 437.8		TUS 438.4		TUS 439.0		TUS 439.6		TUS 440.2		TUS 440.8		TUS 441.4		TUS 442.0		TUS 442.6		TUS 443.2		TUS 443.8		TUS 444.4		TUS 445.0		TUS 445.6		TUS 446.2		TUS 446.8		TUS 447.4		TUS 448.0		TUS 448.6		TUS 449.2		TUS 449.8		TUS 450.4		TUS 451.0		TUS 451.6		TUS 452.2		TUS 452.8		TUS 453.4		TUS 454.0		TUS 454.6		TUS 455.2		TUS 455.8		TUS 456.4		TUS 457.0		TUS 457.6		TUS 458.2		TUS 458.8		TUS 459.4		TUS 460.0		TUS 460.6		TUS 461.2		TUS 461.8		TUS 462.4		TUS 463.0		TUS 463.6		TUS 464.2		TUS 464.8		TUS 465.4		TUS 466.0		TUS 466.6		TUS 467.2		TUS 467.8		TUS 468.4		TUS 469.0			
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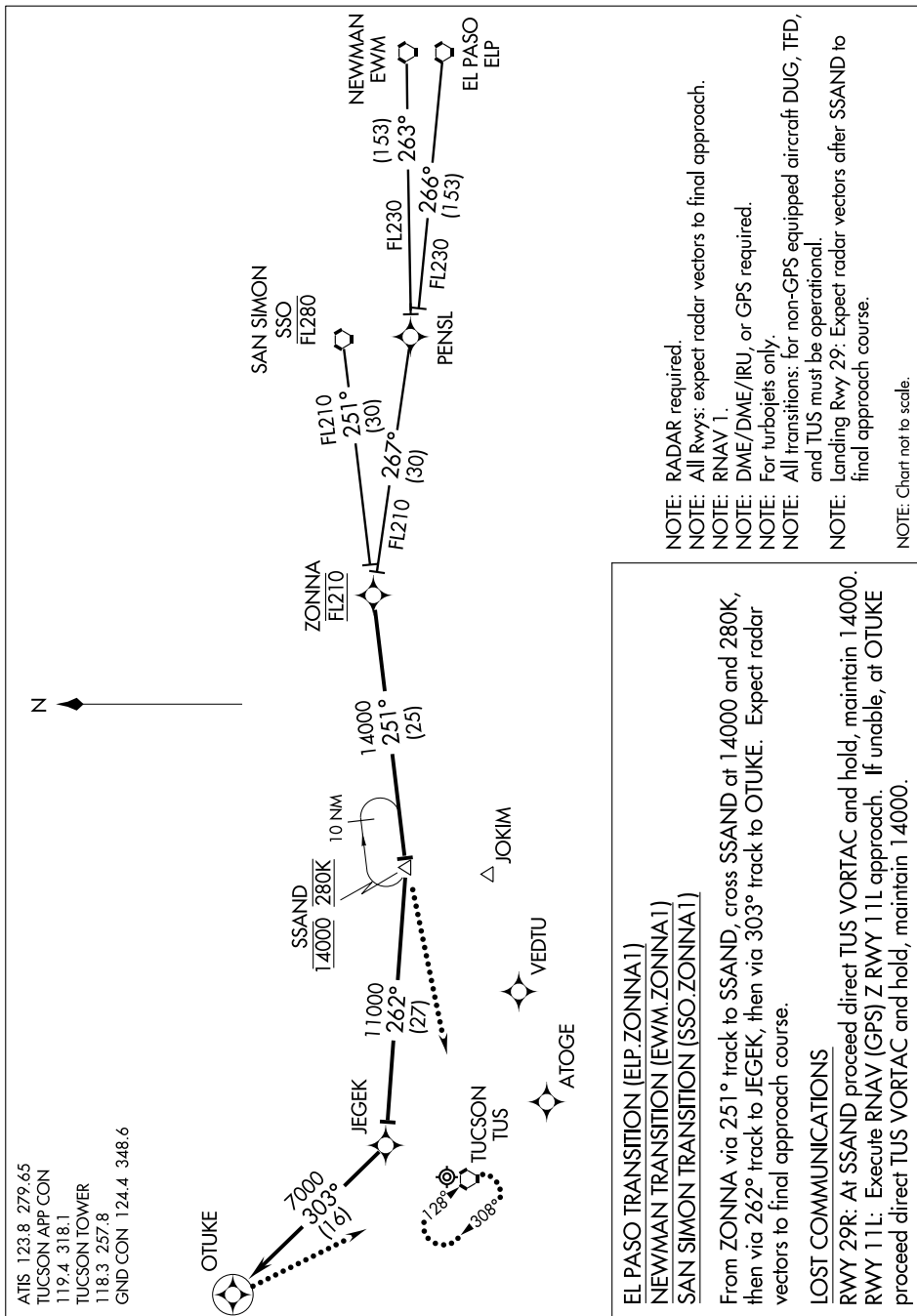
WLDKT ONE DEPARTURE (RNAV)

SL-430 (FAA)

TUCSON INTL (TUS)

TUCSON, ARIZONA

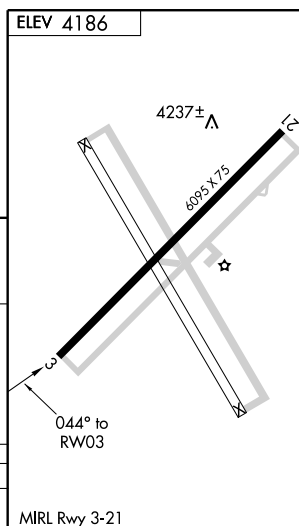
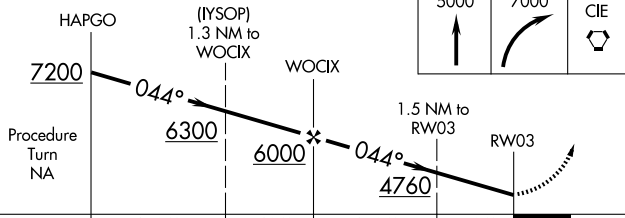
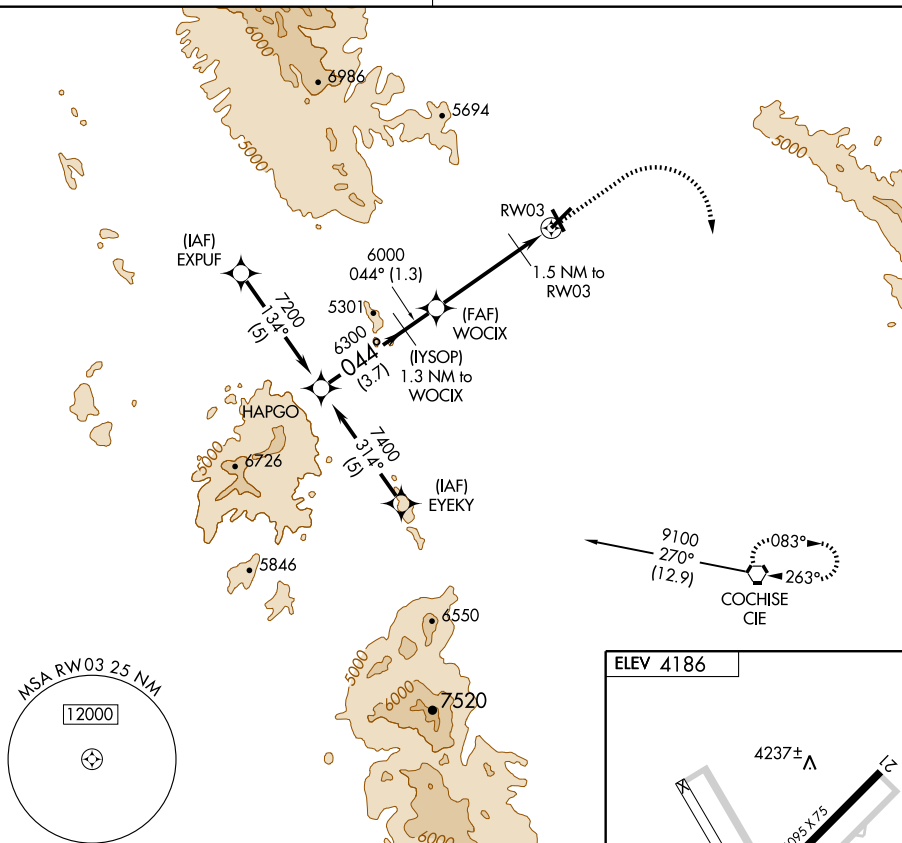




APP CRS
044°Rwy Idg
TDZE
Apt Elev**N/A**
N/A
4186

GPS-A

WILLCOX/COCHISE COUNTY (P33)

Obtain local altimeter on CTAF, when not available
procedure not authorized.MISSED APPROACH: Climb to 5000 then climbing right turn to
7000 direct CIE VORTAC and hold.ALBUQUERQUE CENTER
134.45 327.15UNICOM
122.8 (CTAF)

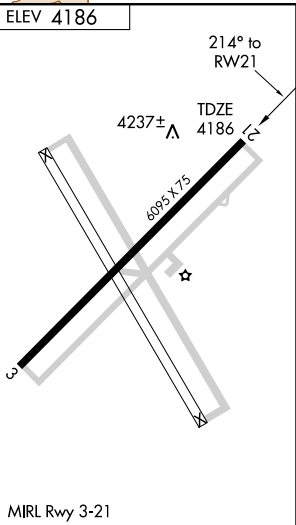
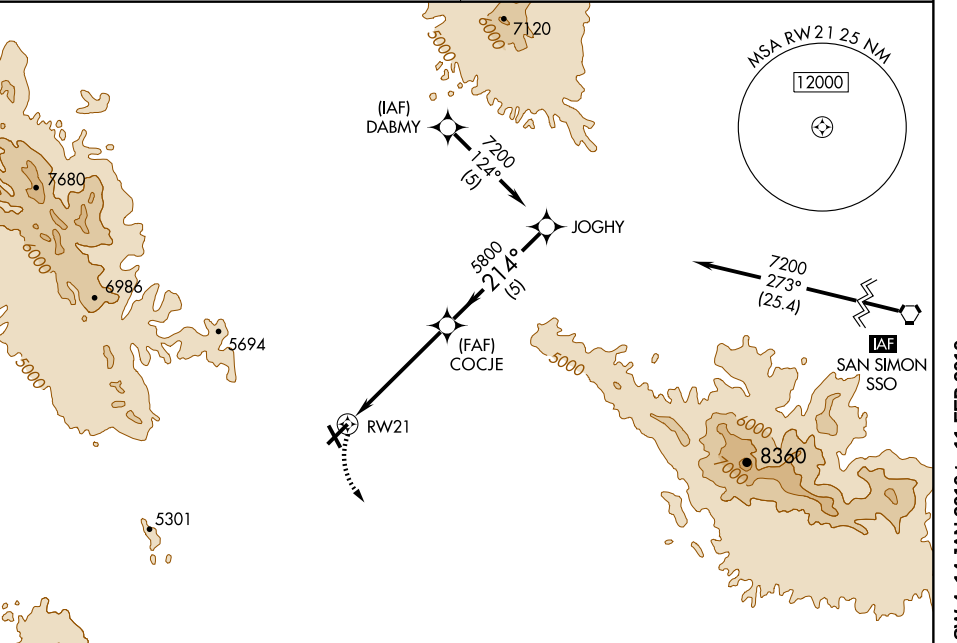
Obtain local altimeter on CTAF, when not available procedure not authorized.

ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing left turn to 7000 direct CIE VORTAC and hold.

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
122.8 (CTAF)

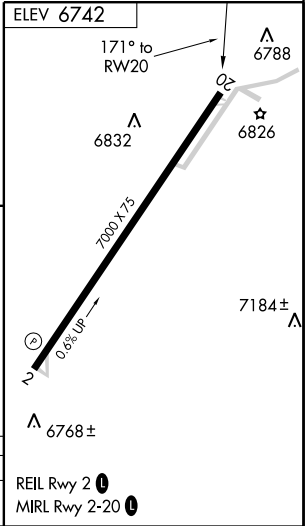
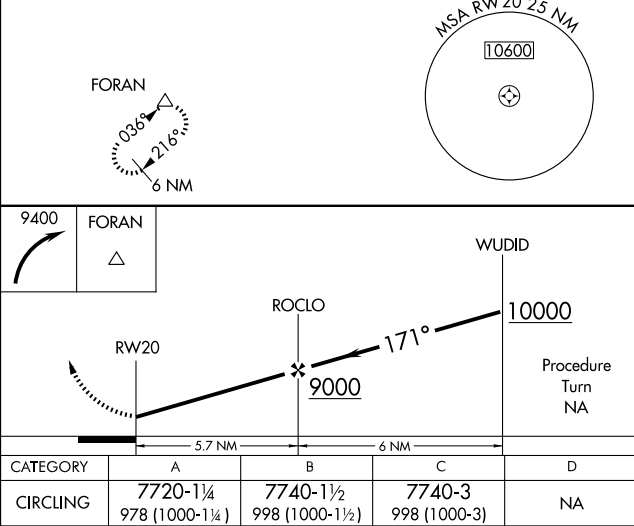
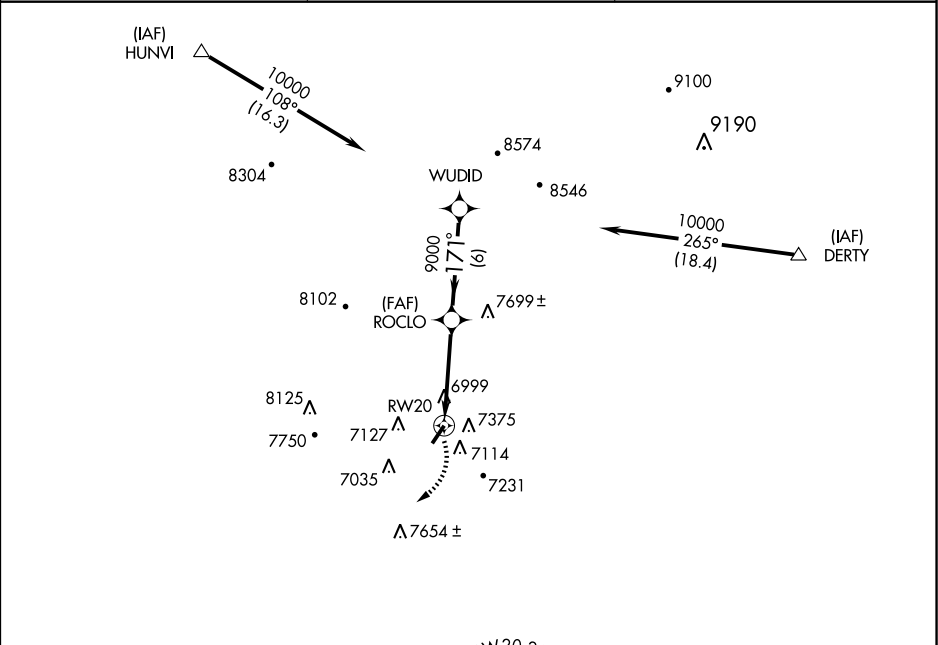


ELEV 4186		214° to RWY 21		TDZE 4186	
4237±		6095 x 75		MRL Rwy 3-21	
7000		CIE		JOGHY	
RWY 21		COCJE		7200	
5800		214°		Procedure Turn NA	
5 NM		5 NM			
CATEGORY	A	B	C	D	
S-21	4540-1	354 (400-1)	NA		
CIRCLING	4640-1	454 (500-1)	NA		

APP CRS	Rwy Idg	N/A
171°	TDZE	N/A
	Apt Elev	6742

 GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing right turn to 9400 direct FORAN WP and hold.
 NA	Procedure not authorized at night.

ASOS 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 
-----------------	--------------------------------------	--



APP CRS
021°

Rwy Idg
TDZE
Apt Elev

7000
6719
6742

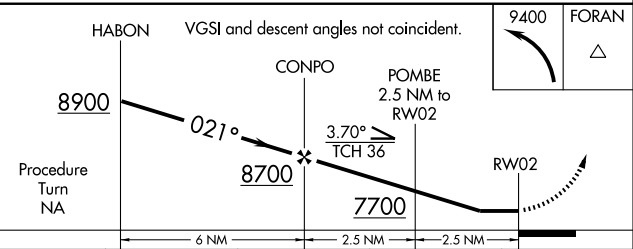
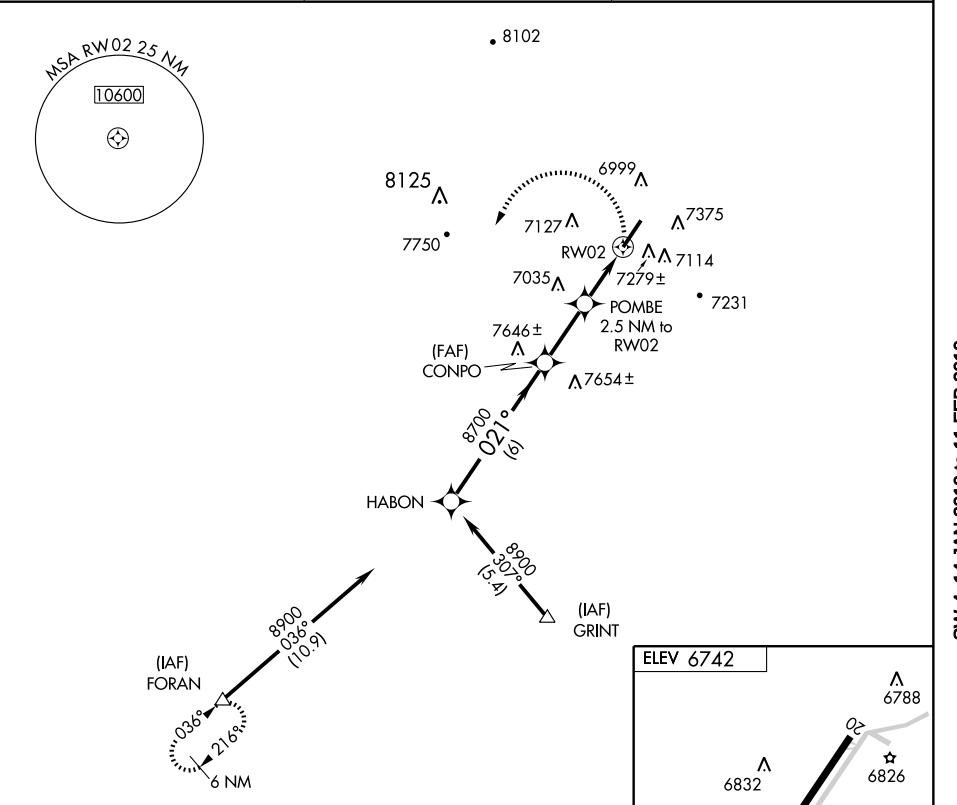
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Procedure not authorized at night.
Circling not authorized east of rwy 2-20.

MISSED APPROACH: Climbing left turn to 9400 direct
FORAN WP and hold.

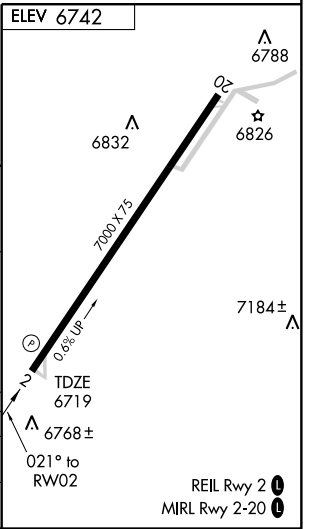
ASOS
118.325

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	7480-1 761 (800-1)	7480-1¼ 761 (800-1¼)	7480-2¼ 761 (800-2¼)	NA
CIRCLING	7480-1 738 (800-1)	7480-1¼ 738 (800-1¼)	7540-2¼ 798 (800-2¼)	NA



SW-4, 14 JAN 2010 to 11 FEB 2010

VORTAC GUP 115.1 Chan 98	APP CRS 305°	Rwy Idg N/A TDZE N/A Apt Elev 6742
--	------------------------	---

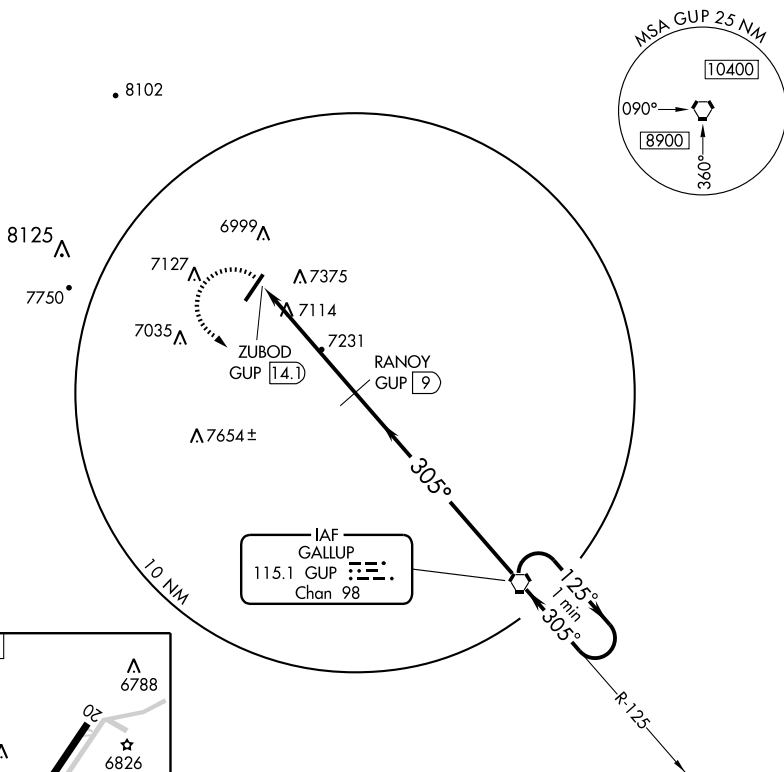
VOR/DME-A
WINDOW ROCK (RQE)



MISSED APPROACH: Climbing left turn to 9800 direct GUP VORTAC and hold.

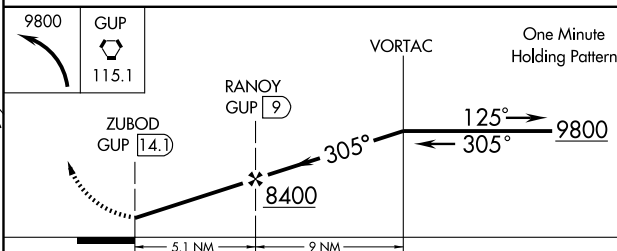
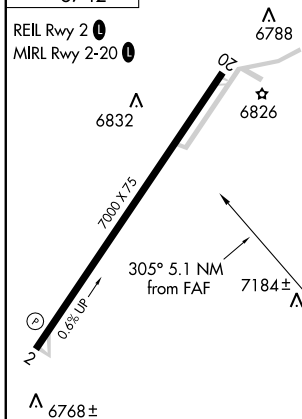
ASOS
118.325

ALBUQUERQUE CENTER
124,325 288,25

UNICOM
122.8 (CTAF) **L**

ELEV 6742

REIL Rwy 2 **L**
MIRL Rwy 2-20 **L**



						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	7760-1¼ 1018 (1100-1¼)	7760-1½ 1018 (1100-1½)	7760-3 1018 (1100-3)	
Min:Sec										

VORTAC INW 112.6 Chan 73	APP CRS 106°	Rwy Idg TDZE Apt Elev 7100 4899 4941
--	------------------------	---

VOR or GPS RWY 11

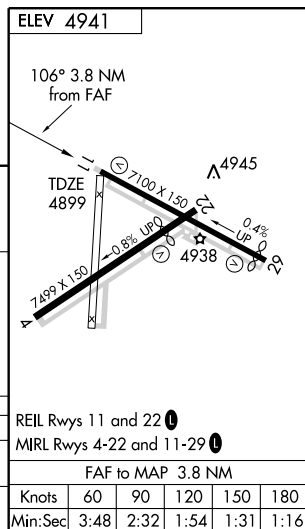
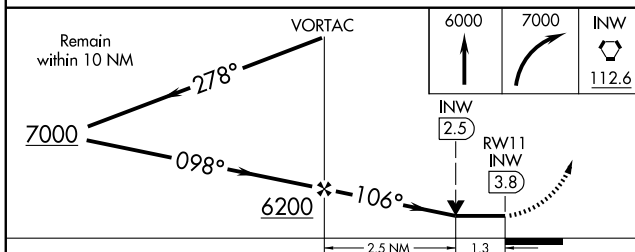
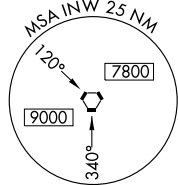
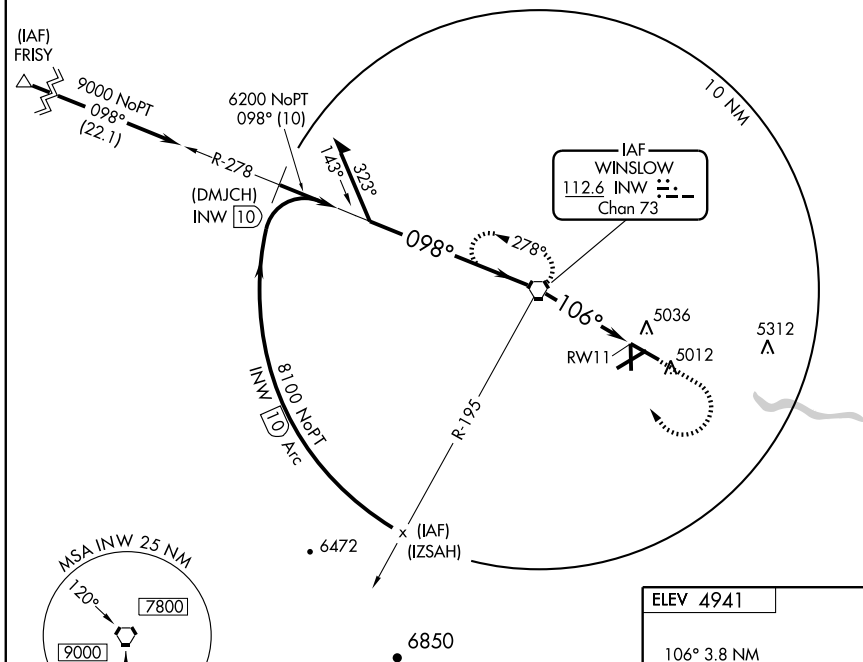
WINSLOW-LINDBERGH RGNL (INW)

MISSED APPROACH: Climb to 6000, then climbing right turn to 7000 direct INW VORTAC and hold.

ASOS
118.875

ALBUQUERQUE CENTER
124.5 306.2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-11	5340-1 441 (500-1)	5340-1¼ 441 (500-1¼)	5340-1½ 441 (500-1½)	5340-1¾ 441 (500-1¾)
CIRCLING	5420-1 479 (500-1)	5440-1 499 (500-1)	5480-1½ 539 (600-1½)	5520-2 579 (600-2)

REIL Rwy 11 and 22 0

MIRL Rwy 4-22 and 11-29 0

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

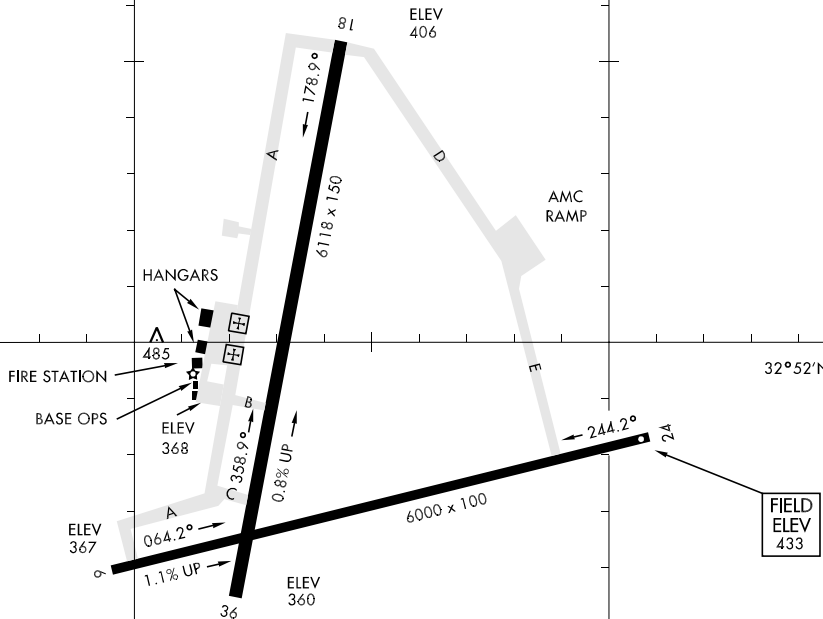
CTAF
126.20 242.175
GND CON
121.8 229.4

32°53'N

JANUARY 2009
ANNUAL RATE OF CHANGE
0.2° W



SW-4, 14 JAN 2010 to 11 FEB 2010



RWY 6-24
PCN 68 F/B/W/T
RWY 18-36
PCN 56 F/B/W/T

APCH CRS	Rwy Idg	6000
063°	TDZE	387
	Arpt Elev	433

AL-6341 [USA]

LAGUNA AAF (KLGF)

- ▼ * When local altimeter setting not received, use YUMA MCAS/YUMA Inl altimeter setting and increase all MDAs 80 feet, increase CAT CD vis ½ mile.
- ▲ NA Procedure NA when airfield closed.

MISSED APPROACH: Climbing right turn to 3600 direct BZA VORTAC and hold.

YUMA APP CON

124.7 374.8

CTAF

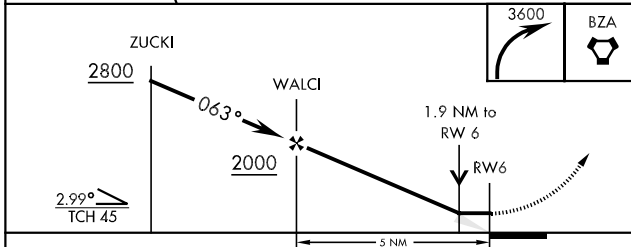
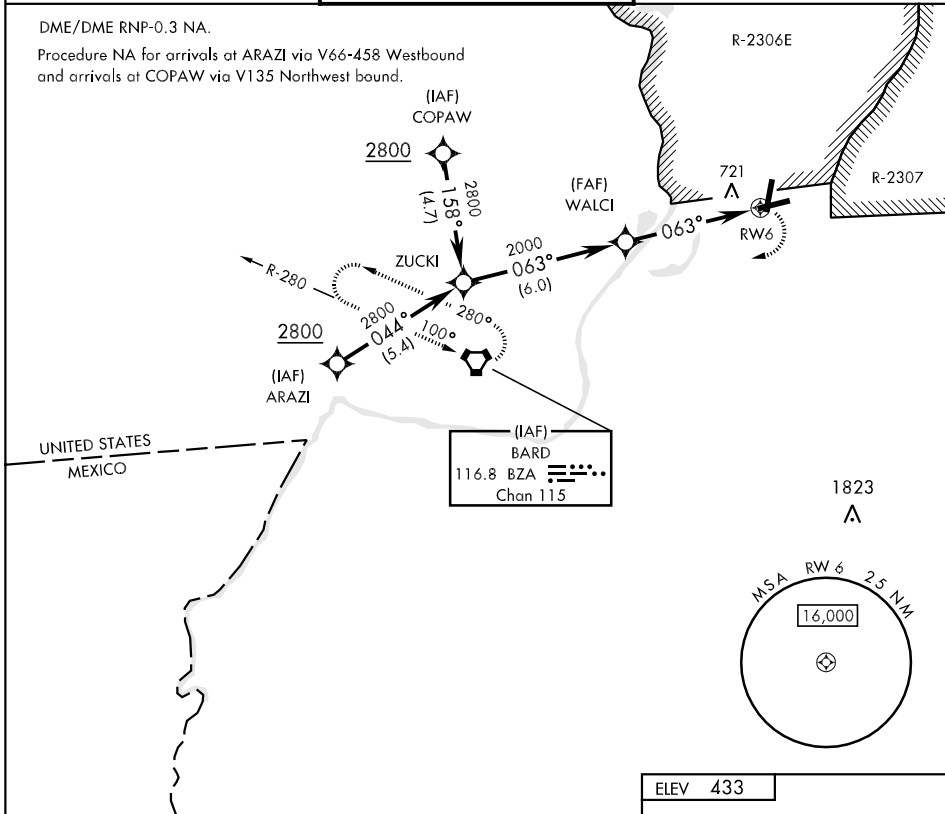
126.20 242.175

GND CON

121.8 0 229.4

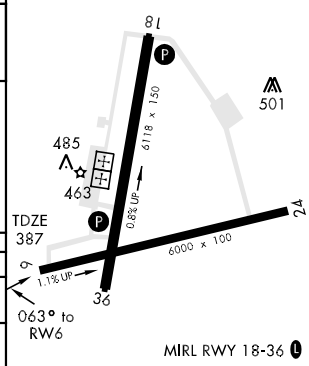
DME/DME RNP-0.3 NA.

Procedure NA for arrivals at ARAZI via V66-458 Westbound and arrivals at COPAW via V135 Northwest bound.



CATEGORY	A	B	C	D
LNNAV MDA *	1020-1 633 (600-1)	1020-1 633 (600-1)	1020-2 633 (600-2)	1020-2 633 (600-2)
CIRCLING *	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-2 647 (700-2)	1080-2 647 (700-2)

ELEV 433



APCH CRS **163°**
 Rwy Idg **6118**
 TDZE **410**
 Arpt Elev **433**

AL-6341 [USA]

LAGUNA AAF (KLGf)

▼ * When local altimeter setting not received, use YUMA MCAS/
 YUMA Intl altimeter setting and increase all MDAs 80 feet and
▲ NA LNAV CAT D and circling CAT CD vis $\frac{1}{4}$ mile.

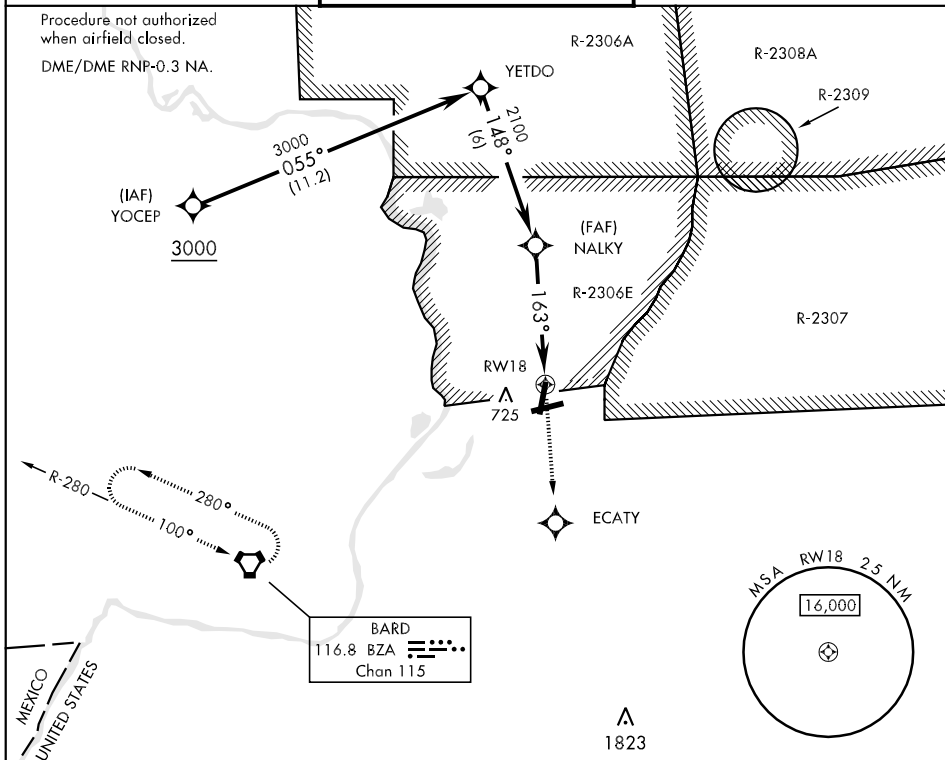
MISSED APPROACH: Climb to 3600 direct
 ECATY, via 250° track to BZA VORTAC
 and hold, continue climb in hold to 3600.

YUMA APP CON
124.7 374.8

CTAF
126.20 242.175

GND CON
121.8 0 229.4

Procedure not authorized
 when airfield closed.
 DME/DME RNP-0.3 NA.

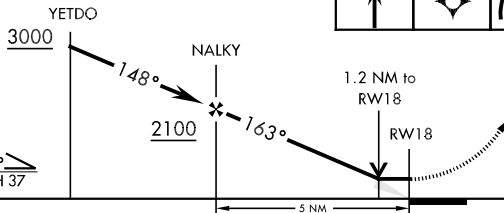


VDP NA when using YUMA MCAS
 /YUMA INTL altimeter setting.

3600

ECATY

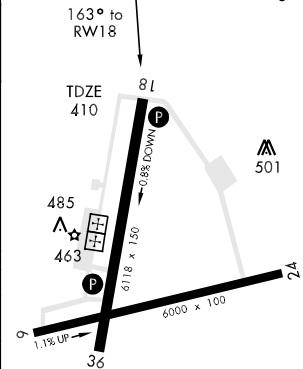
tr 250°



CATEGORY	A	B	C	D
LNAV MDA *	820-1 410 (400-1)	820-1 410 (400-1)	820-1 410 (400-1)	820-2 647 (700-2)
CIRCLING *	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-2 647 (700-2)

ELEV 433

MIRL RWY 18-36 0



VORTAC BZA 116.8 Chan 115	APCH CRS 048°	Rwy Idg 6000 TDZE 379 Arpt Elev 433
---	-------------------------	--

AL-6341 [USA]

LAGUNA AAF (KLGF)

T Procedure not authorized when airfield closed.

A NA

Obtain local altimeter setting on CTAF. When not received, use Yuma MCAS Init altimeter setting and increase all MDAs 80 feet, increase visibilities CAT BC $\frac{1}{4}$ mile, and circling CAT BC $\frac{1}{4}$ mile; DME minimums: increase CAT B $\frac{1}{4}$ mile, CAT CD $\frac{1}{2}$ mile and circling CAT CD $\frac{1}{4}$ mile.

MISSED APPROACH:
Climbing right turn to
3200 direct BZA
VORTAC and hold.

YUMA APP CON

124.7 374.8

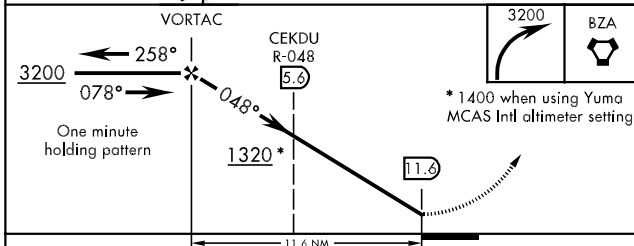
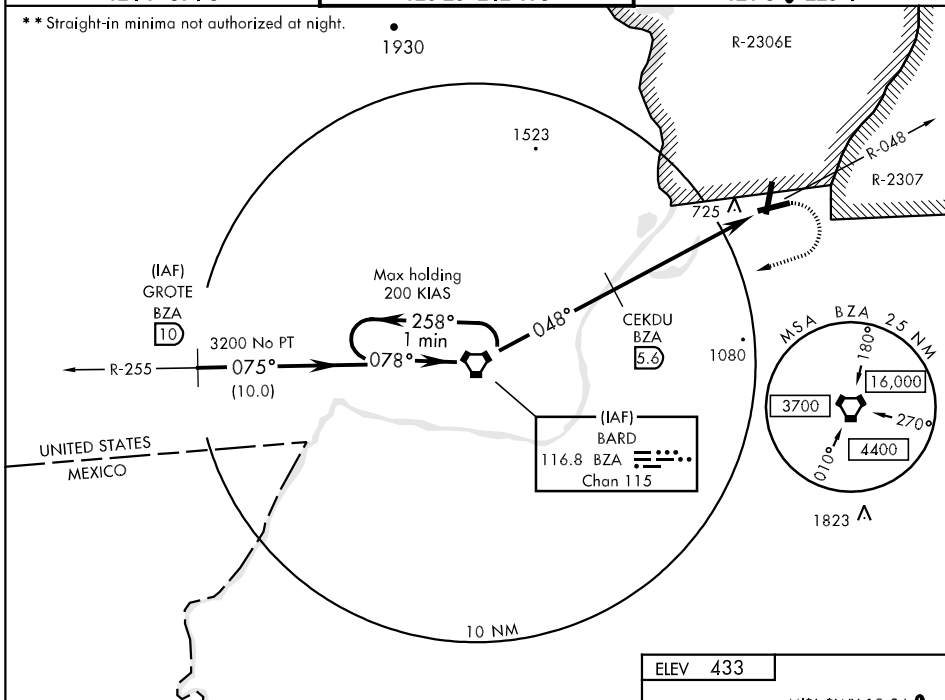
CTA

126.20 242.175

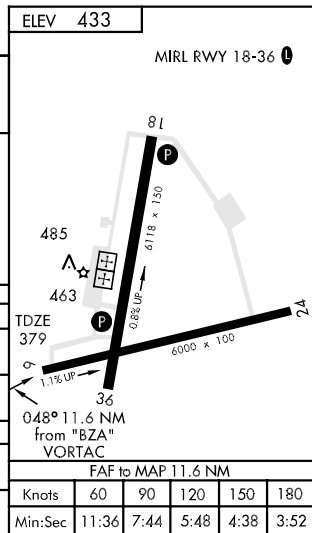
GND CON

121.8 0 229.4

* * Straight-in minima not authorized at night.



CATEGORY	A	B	C	D
S-6 **	1320-1¼ 941 (1000-1¼)		1320-2¾ 941 (1000-2¾)	1320-3 941 (1000-3)
CIRCLING	1320-1¼ 898 (900-1¼)		1320-2¾ 898 (900-2¾)	1320-3 898 (900-3)
DME MINIMA				
S-6 **	1040-1 661 (700-1)		1040-1¾ 661 (700-1¾)	1040-2 661 (700-2)
CIRCLING	1080-1 658 (700-1)		1080-1¾ 658 (700-1¾)	1080-2 658 (700-2)



ATIS ★	
118.8	273.2
YUMA TOWER ★	
119.3	382.8
YUMA GND CON	
121.9	315.7
YUMA CLNC DEL	
118.0	336.4

OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W

114°37'W



114°36'W

114°35'W

32°40'N

 251×15

CONTROL TOWER

35

32°39'N

EL

32°38'N

SOUTH COMBAT AIRCRAFT
LOADING AREA

RWY 3L-21R
PCN 72 R/B/W/T
RWY 3R-21L
PCN 52 F/B/W/T
RWY 8-26
PCN 38 F/B/W/T
RWY 17-35
PCN 27 F/B/W/T

NORTH COMBAT AIRCRAFT
LOADING AREA

RADAR REFLECTORS ON
RUNWAY 3L/21RFIELD
ELEV
213

ELEV
212

SW-4, 14 JAN 2010 to 11 FEB 2010

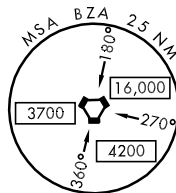
ARGUS-TWO DEPARTURE (ARGUS2•IPL)

YUMA MCAS, YUMA INTL (RWY 17)
YUMA, ARIZONA

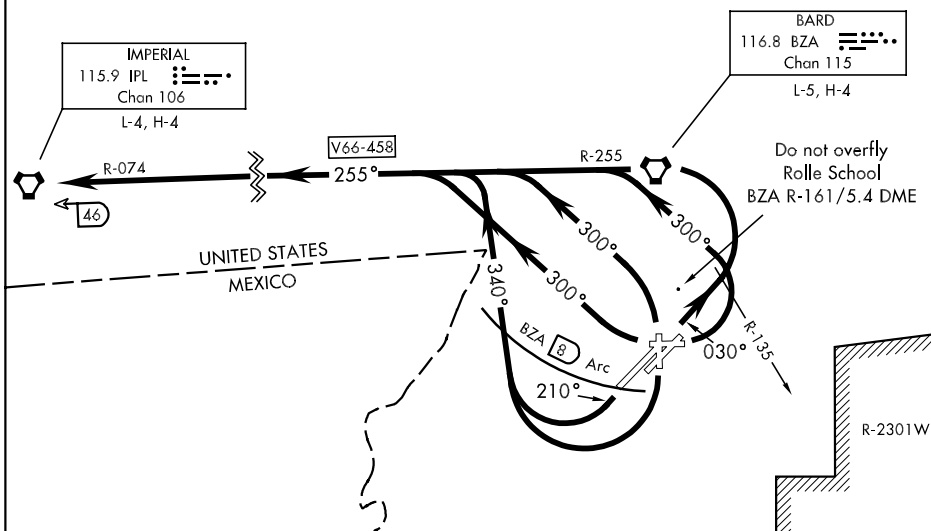
ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 382.8
YUMA DEP CON
125.55 281.0

SHL-511 [USN]

2663



RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left direct BZA, thence....

TAKE-OFF RWY 8: Climbing left turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340° to intercept BZA R-255, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 340° to intercept BZA R-255, thence....

TAKE-OFF RWY 26: Climbing right turn heading 300° to intercept BZA R-255, thence....

TAKE-OFF RWY 35: Climbing left turn heading 300° to intercept BZA R-255, thence....

...Via BZA R-255 and IPL R-074 to IPL VORTAC, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

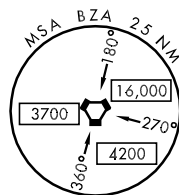
CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

YUMA MCA, YUMA INTL (KTYL)
YUMA, ARIZONA

ATIS★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER★
119.3 (CTAF) 382.8
YUMA DEP CON
125.55 281.0

SHL-511 [USN]

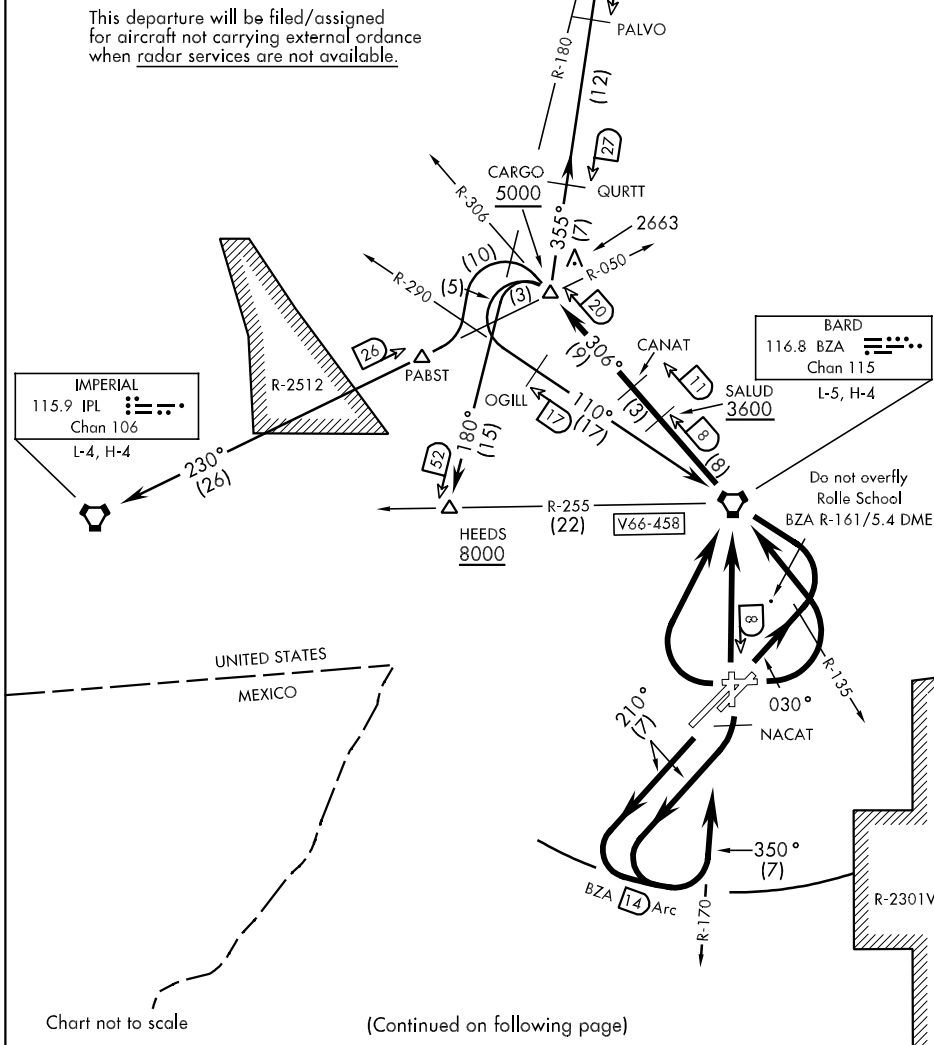
BLTHE
117.4 BLH
Chan 121
L-4-5, H-4



Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	260	520	780	1040	1300	1560

ATC Climb Rate to 3600

This departure will be filed/assigned for aircraft not carrying external ordnance when radar services are not available.



SW-4, 14 JAN 2010 to 11 FEB 2010

CARGO-SEVEN DEPARTURE (CARGO7•CARGO)

YUMA, ARIZONA

SHL-511 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 3L/R: Climb heading 030 ° until crossing BZA VORTAC R-135, then turn left direct BZA, thence.....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17, 21L/R: Climb heading 210° to join and arc S on the BZA 14 mile arc to intercept BZA R-170 to BZA VORTAC, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....Via BZA R-306 to CARGO. Cross SALUD at or above 3600. Cross CARGO at or above 5000.

BARD TRANSITION(CARGO7•BZA): At CARGO, turn left to intercept BZA R-290 to BZA VORTAC.

BLYTHE TRANSITION(CARGO7•BLH): At CARGO, turn right to intercept BLH R-175 to BLH VORTAC.

HEEDS TRANSITION(CARGO7•HEEDS): At CARGO, turn left to intercept BLH R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION(CARGO7•IPL): At CARGO, turn left to intercept IPL R-050 to IPL VORTAC.

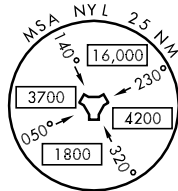
GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

YUMA, ARIZONA

ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 382.8
YUMA DEP CON
125.55 281.0

SHL-511 [USN]

BLTYHE
117.4 BLH
Chan 121
L-4-5, H-4



Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	305	610	915	1220	1525	1830

ATC Climb Rate to 3600

IMPERIAL
115.9 IPL
Chan 106
L-4, H-4

BARD
116.8 BZA
Chan 115
L-5, H-4

YUMA
Chan 84 NYL

This departure will be filed/assigned for aircraft carrying external ordnance. Prior to crossing BRYGG DME fix, flight path adjustments to avoid overflight of congested areas are authorized.

This departure will be filed/assigned for aircraft as a preferential departure route when radar services are available.

(Continued on following page)

Chart not to scale

GLAMIS-SEVEN DEPARTURE (GLAMS7•CARGO)

YUMA, ARIZONA

SW-4, 14 JAN 2010 to 11 FEB 2010

SHL-511 [USN]
DEPARTURE ROUTE DESCRIPTION
(CONTINUED)

TAKE-OFF RWY 3L/R: Climb heading 030° to NYL TACAN 4 DME, then turn left heading 280°, intercept NYL R-317 to BRYGG then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

TAKE-OFF RWY 8, 35: Climbing left turn to intercept NYL R-317 to BRYGG then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

TAKE-OFF RWY 17, 21L/R and 26: Climbing right turn to intercept NYL R-317 to PNOBB then CARGO. Cross BRYGG at or above 3600, cross CARGO at or above 5000.

BARD TRANSITION (GLAMS7• BZA): At CARGO turn left to intercept BZA VORTAC R-290 to BZA.

BLYTHE TRANSITION (GLAMS7• BLH): At CARGO turn right to intercept BLH VORTAC R-175 to BLH.

HEEDS TRANSITION (GLAMS7• HEEDS): At CARGO turn left to intercept BLH VORTAC R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION (GLAMS7• IPL): At CARGO turn left to intercept IPL VORTAC R-050 to IPL.

SW-4, 14 JAN 2010 to 11 FEB 2010

TACAN NYL Chan 84	APCH CRS 035°	Rwy Idg 13,300 TDZE 195 Arpt Elev 213	JAL-511 [USN]	YUMA MCAS/YUMA INTL (KNYL)
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MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN,
R-020/10 DME, then arc N on the NYL 10 mile Arc to PRSON and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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CAUTION:

Prior to IAF verify navigation
NYL TACAN Chan 84

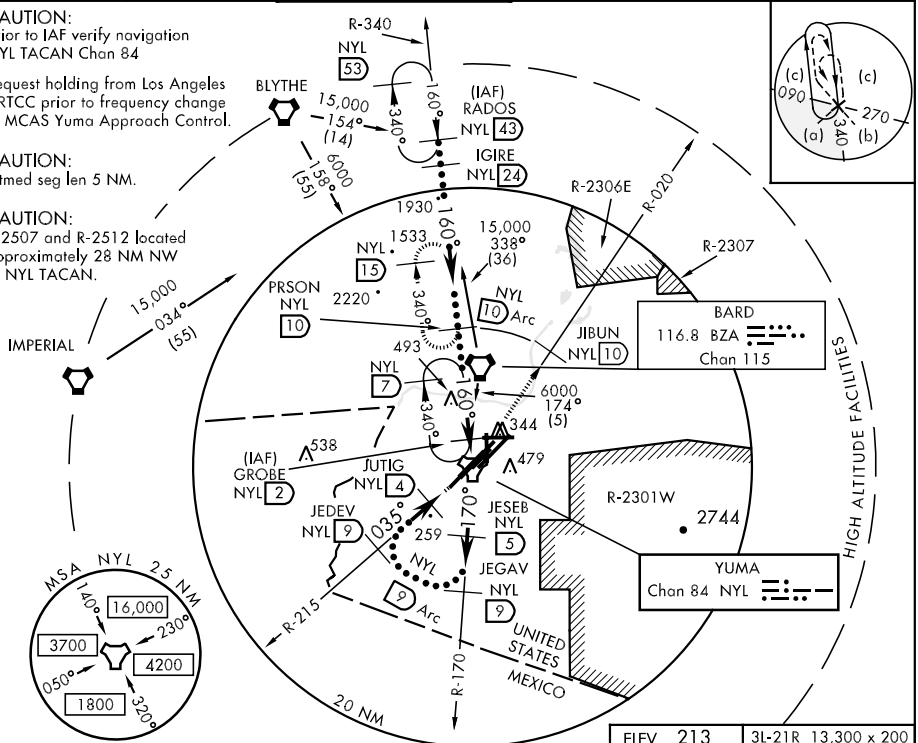
Request holding from Los Angeles
ARTCC prior to frequency change
to MCAS Yuma Approach Control.

CAUTION:

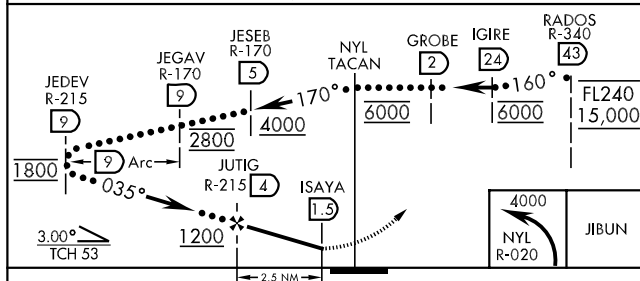
Intmed seg len 5 NM.

CAUTION:

R-2507 and R-2512 located
approximately 28 NM NW
of NYL TACAN.



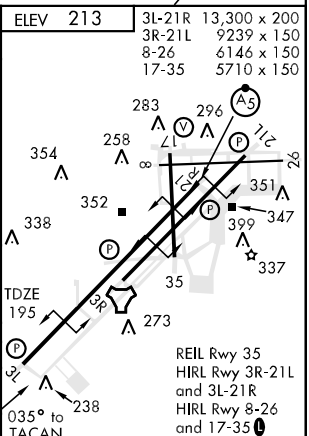
EMERG SAFE ALT 100 NM 17,000



CATEGORY	C	D	E
S-3L	345 540-1 (400-1)	540-1¼ 345 (400-1¼)	
CIRCLING	487 700-1½ (500-1½)	567 780-2 (600-2)	587 800-2 (600-2)

YUMA, ARIZONA

32°39'N-114°37'W



YUMA MCAS/YUMA INTL (KNYL)

YUMA MCAS/YUMA INTL (KNYL)

MISSED APPROACH: Climbing right turn to 4000
via NYL TACAN R-340 to PRSON and hold.

CAUTION:

IMPERIAL

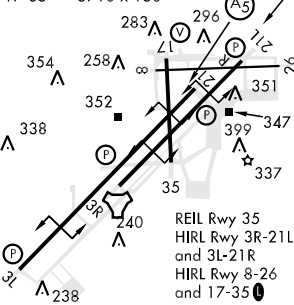
BARD
116.8 BZA 
Chan 115

YUMA
Chan 84 NYL =:

EMERG SAFE ALT 100 NM 17,000



3L-21R	13,300 x 200
3R-21L	9239 x 150
8-26	6146 x 150
17-35	5710 x 150



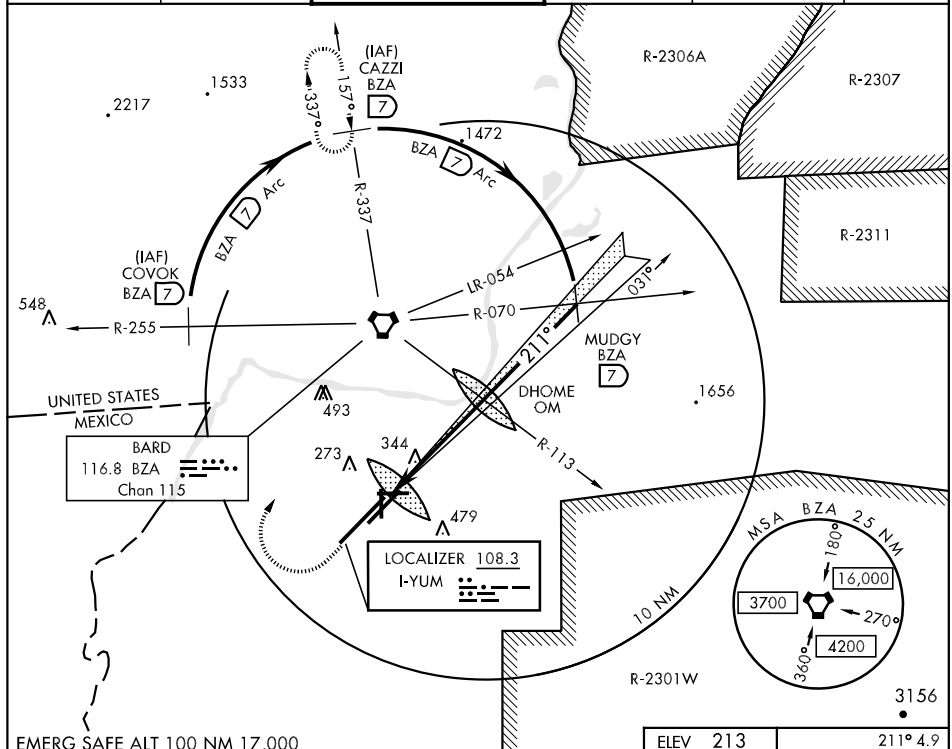
LOC I-YUM 108.3	APCH CRS 211°	Rwy Idg 21L 9239 21R 13,300 TDZE 21L 207 21R 193 Arprt Elev 213
---------------------------	-------------------------	--

AL-511 [USN] YUMA MCAS/YUMA INTL (KNYL)

▼ • When ALS inop, increase CAT ABCD vis to ¾ mile. •• When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 ¼ miles.	MALSR
---	-----------

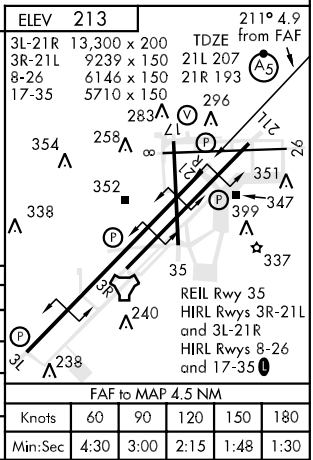
MISSED APPROACH: Climb to 900, then
climbing right turn to 3600 direct BZA
VORTAC and BZA R-337 to CAZZI and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000

900	3600	BZA						
VGSI and ILS not coincident								
CATEGORY	A		B		C		D	
S-ILS 21R *	393-½				200		(200-½)	
S-LOC 21R **	600-½		407 (400-½)		600-¾		407 (400-¾)	
SIDESTEP 21L	600-1¾		393 (400-1¾)		600-2¼ 393 (400-2¼)			
CIRCLING	700-1		487 (500-1)		700-1½ 487 (500-1½)		780-2 567 (600-2)	

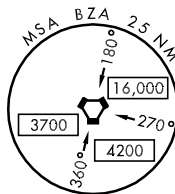


MOHAK-TWO DEPARTURE (MOHAK2•MOHAK)

YUMA, ARIZONA

ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 0 382.8
YUMA DEP CON
125.55 281.0

R-2306
R-2307
R-2308
R-2309



CAUTION: Tethered Balloon
up to 15,000

BARD
116.8 BZA
Chan 115

Do not overfly
Rolle School
BZA R-161/5.4 DME

MOHAK
L-5, H-4

R-247

32

GILA BEND
116.6 GBN
Chan 113

R-2301E

3158

R-2301W

RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° to intercept BZA VORTAC R-075, thence....

TAKE-OFF RWY 8: Climbing left turn heading 050° to intercept BZA R-075, thence....

TAKE-OFF RWY 17: Climbing left turn heading 040° to intercept BZA R-075, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

....via BZA R-075 to MOHAK INT. Then via assigned route. Maintain assigned altitude.
Expect clearance to filed altitude/flight level 10 minutes after departure.

MOHAK-TWO DEPARTURE (MOHAK2•MOHAK)

YUMA, ARIZONA

SW-4, 14 JAN 2010 to 11 FEB 2010

PICACHO-TWO DEPARTURE (PICA2 • BLH)

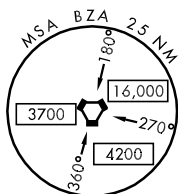
PICACHO-TWO DEPARTURE (PICA2 • BLH)
YUMA, ARIZONA

YUMA, ARIZONA

ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 382.8
YUMA DEP CON
125.55 281.0

Λ 2663

RADAR REQUIRED



BARD
116.8 BZA
Chan 115
L-5, H-4

BLYTHE
117.4 BLH
Chan 121
L-4-5, H-4

Do not overfly
Rolle School
BZA R-161/5.4 DME

UNITED STATES
MEXICO

BZA 8 Arc
340°
350°
210°

R-135
030°

R-2301W

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 030° until passing BZA VORTAC R-135, then turn left heading 325° to intercept BZA R-337, thence....

TAKE-OFF RWY 8: Climbing left turn direct BZA VORTAC, thence....

TAKE-OFF RWY 17: Climbing right turn heading 340° to intercept BZA R-337, thence....

TAKE-OFF RWY 21L/R: Climb heading 210° until passing BZA 8 DME, then climbing right turn heading 350° to intercept BZA R-337, thence....

TAKE-OFF RWY 26: Climbing right turn direct BZA VORTAC, thence....

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence....

...via BZA R-337 and BLH VORTAC R-157 to BLH, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

PICACHO-TWO DEPARTURE (PICA2 • BLH)

YUMA, ARIZONA

SW-4, 14 JAN 2010 to 11 FEB 2010

APCH CRS 168°	Rwy Idg TDZE Arpt Elev	5710 197 213
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct CAZZI
and hold. Continue climb in hold to 4000. 200 KIAS max.

ATIS ★
118.8 273.2

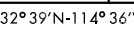
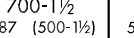
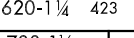
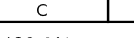
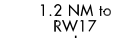
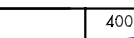
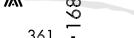
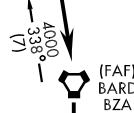
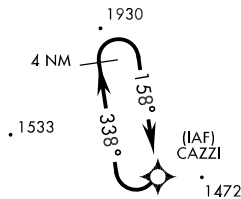
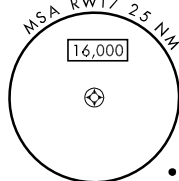
YUMA APP CON
124.7 374.8

YUMA TOWER ★
119.3 (CTAF) 0 382.8

GND CON
121.9 315.7

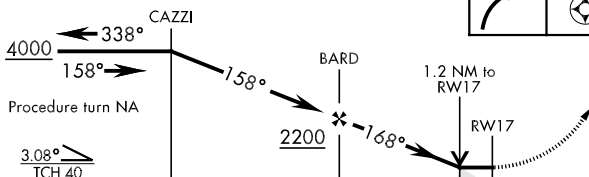
CLNC DEL
118.0 336.4

ASR/PAR

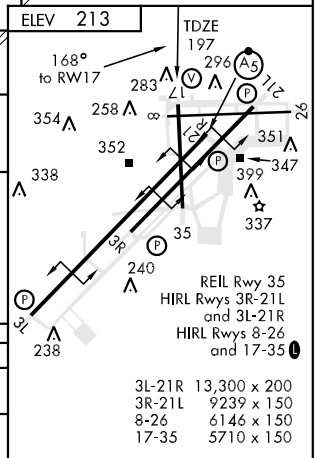


UNITED STATES
MEXICO

EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
LNAV MDA	620-1	423 (500-1)	620-1 ¼ 423 (500-1 ¼)	
CIRCLING	700-1	487 (500-1)	700-1 ½ 487 (500-1 ½)	780-2 567 (600-2)



REIL Rwy 35
HIRL Rws 3R-21L
and 3L-21R
HIRL Rws 8-26
and 17-35

3L-21R 13,300 x 200
3R-21L 9239 x 150
8-26 6146 x 150
17-35 5710 x 150

APCH CRS **211°**
Rwy Idg **13,300**
TDZE **193**
Arpt Elev **213**

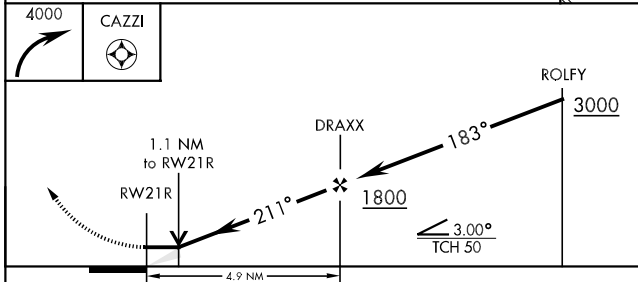
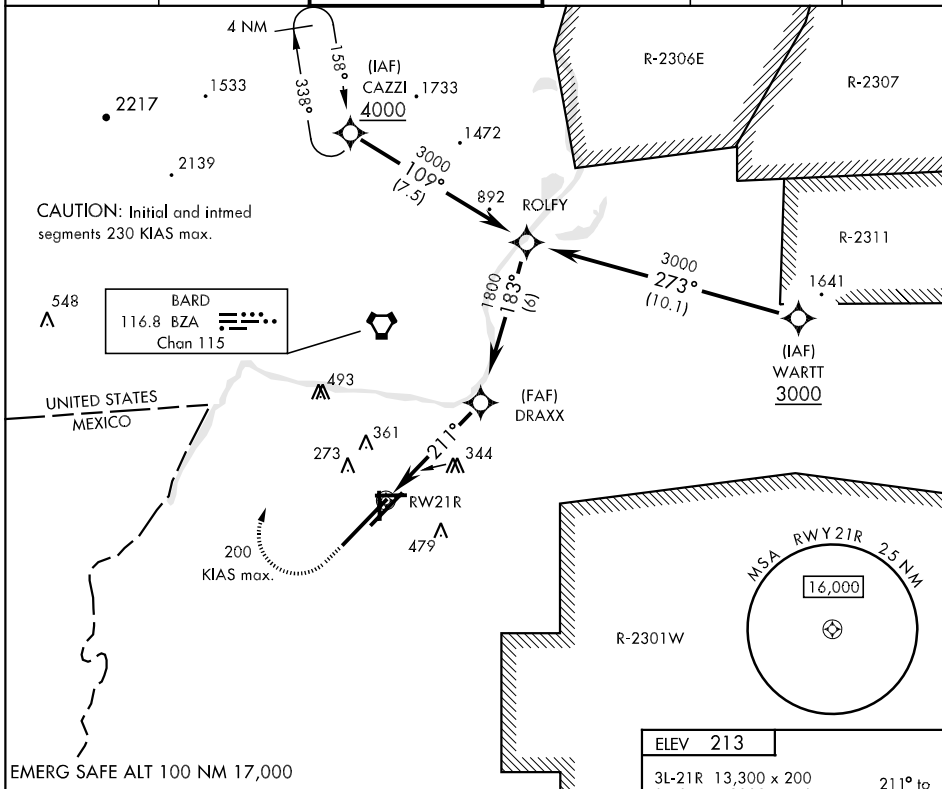
AL-511 [USN]

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.
DME/DME RNP-0.3 NA.

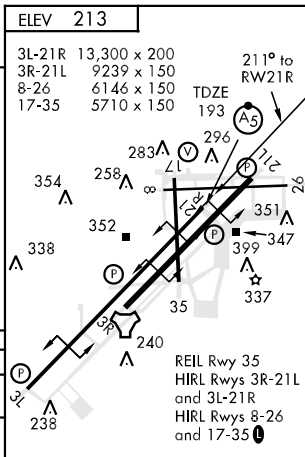


MISSED APPROACH: Climbing right turn to 4000 direct CAZZI and hold. Continue climb in hold to 4000. 200 KIAS max.

ATIS ★	YUMA APP CON	YUMA TOWER ★	GND CON	CLNC DEL	ASR/PAR
118.8 273.2	124.7 374.8	119.3 (CTAF) 0 382.8	121.9 315.7	118.0 336.4	



CATEGORY	A	B	C	D
LNAV MDA*	600-½ 407 (400-½)	600-¾ 407 (400-¾)	600-1½ 487 (500-1½)	780-2 567 (600-2)
CIRCLING	700-1 487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	780-2 567 (600-2)



TACAN NYL Chan 84	APCH CRS 035°	Rwy Idg 13,300 TDZE 195 Arprt Elev 213
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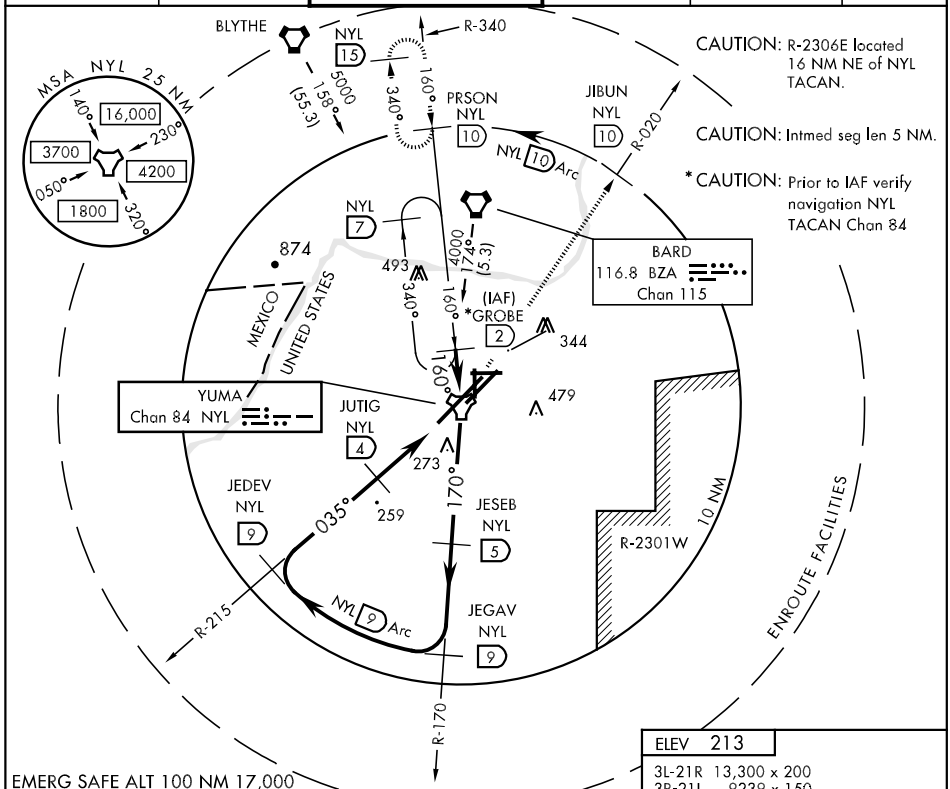
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

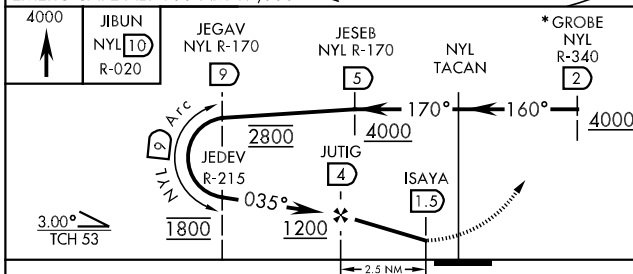


MISSED APPROACH: Climb to 4000 via NYL TACAN R-020 to JIBUN, R-020/10 DME, then arc N on the NYL 10 mile arc to PRSON and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-3L	540-1	345	(400-1)	540-1½ 345 (400-1½)
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

YUMA, ARIZONA

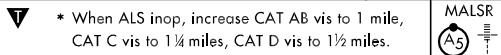
32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

TACAN NYL Chan 84	APCH CRS 205°	Rwy Idg 13,300 TDZE 193 Arpt Elev 213
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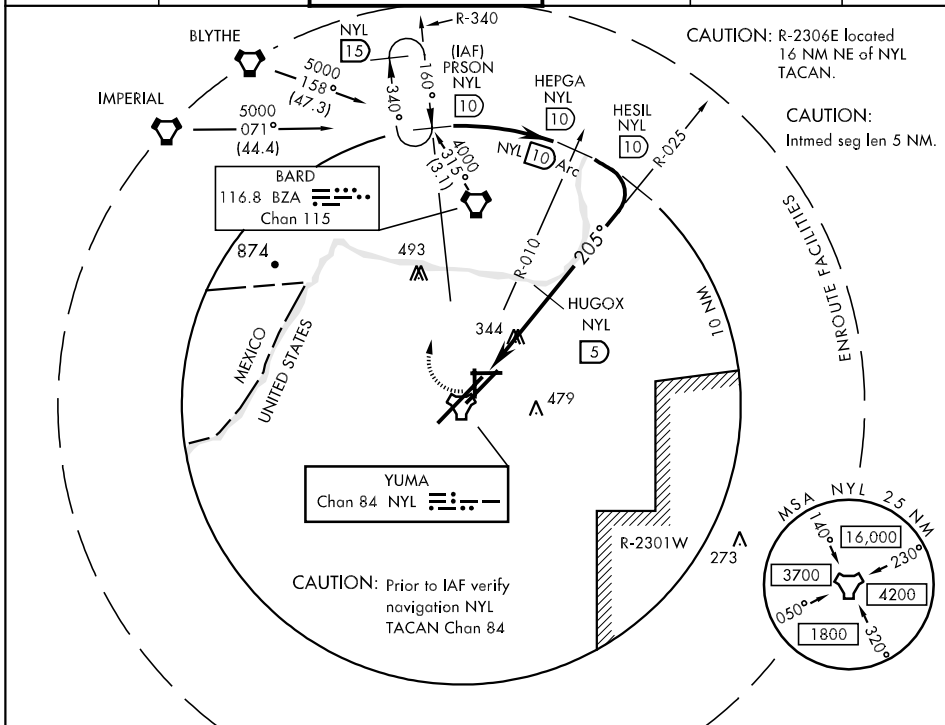
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

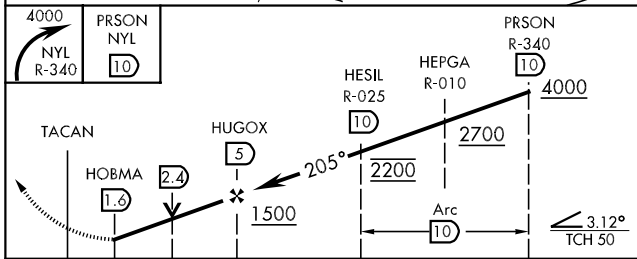


MISSED APPROACH: Climbing right turn to 4000 via NYL TACAN R-340 to PRSON and hold.

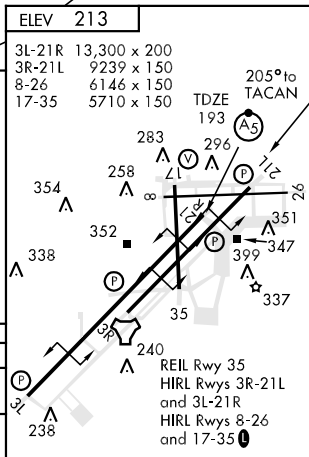
ATIS★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-21R *	620-1 $\frac{1}{2}$	427 (500- $\frac{1}{2}$)	620- $\frac{3}{4}$ 427 (500- $\frac{3}{4}$)	620-1 427 (500-1)
CIRCLING	700-1	487 (500-1)	700-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$)	780-2 567 (600-2)



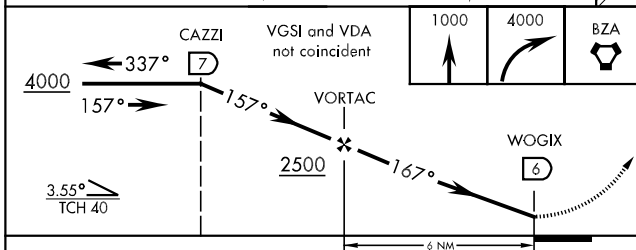
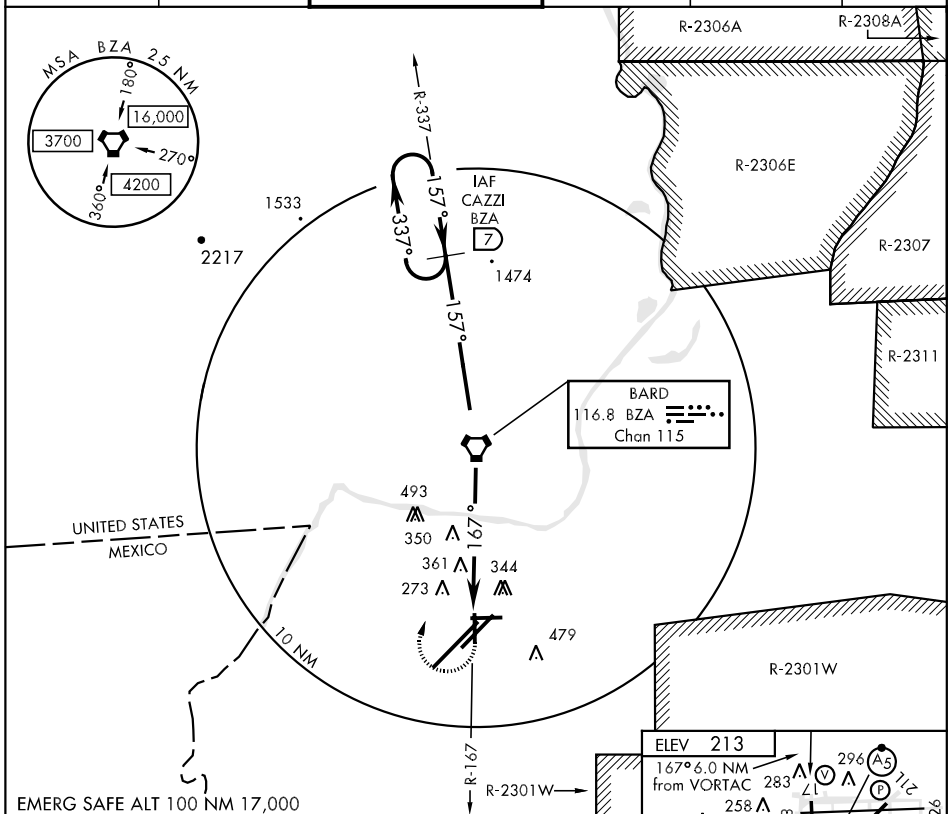
VORTAC BZA 116.8 Chan 115	APCH CRS 167°	Rwy Idg TDZE Arpt Elev 5710 197 213
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and BZA R-337 to CAZZI and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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CATEGORY	A	B	C	D
S-17	680-1	483 (500-1)	680-1½ 483 (500-1½)	680-1½ 483 (500-1½)
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)

VORTAC BZA 116.8 Chan 115	APCH CRS 210°	Rwy Idg 13,300 TDZE 193 Arpt Elev 213
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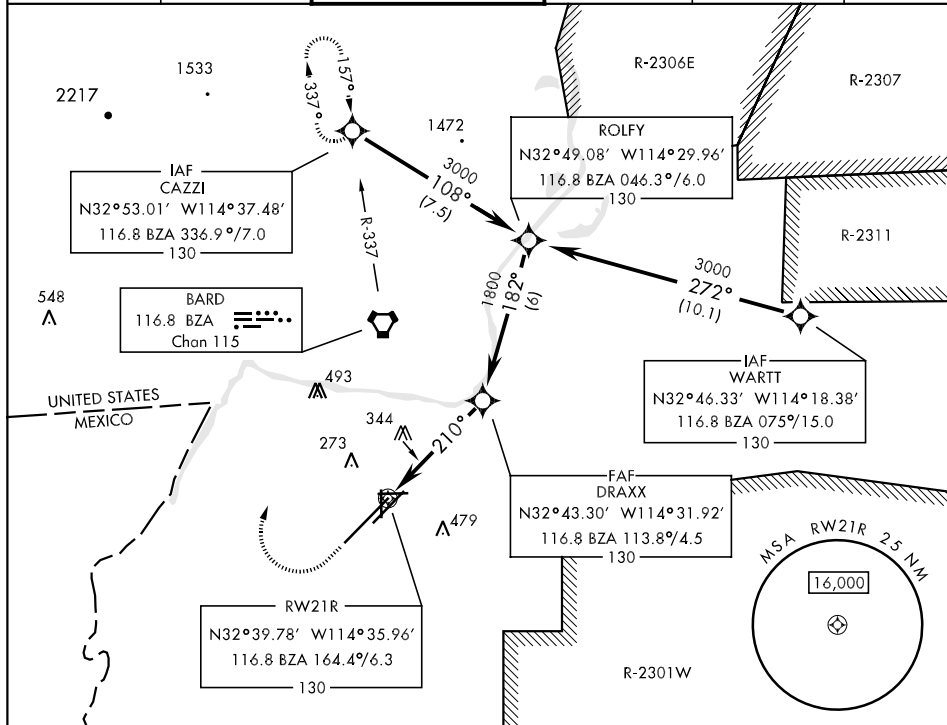
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1 ¼ miles, CAT D vis to 1 ½ miles. DME/DME RNP-0.3 NA.	MALSR A5
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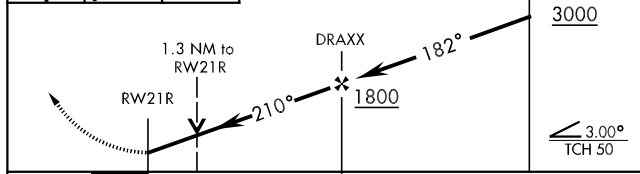
MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and track 337° to CAZZI WP and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000

1000	4000	BZA
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CATEGORY	A	B	C	D
S-21R *	660-½ 467 (500-½)	660-¾ 467 (500-¾)	660-1 467 (500-1)	660-1 467 (500-1)
CIRCLING	700-1 487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	780-2 567 (600-2)

